

27 SAVED, 3 DEAD, 19 MISSING

SHOE MANUFACTURERS WANT TRADE SCHOOL

To Instruct Young Men in Shoe Manufacturing and Take the Lowell Textile School as Model of Such Institution

A shoe trade school, like the Lowell Textile school, will be the subject of a conference at the headquarters of the New England Shoe & Leather association in Boston Wednesday afternoon, says the Lynn Item. It is a big subject, bigger, possibly, than even its advocates realize. It is a man-building, industry-developing proposition and such propositions are almost as big as any that men consider.

NEW HAVEN ROAD HANGED HIMSELF

Inter-State Commerce Commission Resumes Hanging to Bed in His Boarding House

WASHINGTON, May 6.—The inter-state commerce commission today resumed investigation of the New York, New Haven & Hartford railroad. Affairs of the railroad and its relations, financial and otherwise, with the New Haven were the particular subjects of inquiry.

Chief Counsel Folk was prepared to direct his energies toward discovering origin of the funds which financed the railroad company. He had elicited that \$2,000,000 had been supplied for the organization of the railroad company and desired to determine whether that sum was furnished by the New Haven or its officers.

Samuel Hemingway who directed financial affairs of the railroad company as its treasurer when it was organized, John L. Billard, who organized the company and others connected with the concern were expected to testify when the inquiry was resumed. It was thought that as the investigation developed former President Mellen and other New Haven officials would be called.

TODAY'S SUN

CONSISTS OF

Forty-Eight Pages

in four sections of twelve pages each.

Every Reader Should See That He Receives the Entire Paper for One Cent

POSTAL RATES

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To all European countries, Australia, New Zealand and points in Asia and Africa within the postal union, 6 cents per copy.

CHALIFOUX CORNER

The heat of excitement caused by the good merchandise and low prices at the Chalifoux corner store helps these days to keep the public warm this unseasonable weather.

May 9

Money deposited on or before the above date in the

WASHINGTON SAVINGS INSTITUTION

287 CENTRAL STREET

will be placed on interest on that day.

If you have no bank account,

start one today—One dollar will do to begin with.

Bank Incorporated 1892

FLEX-OIL

SWOLLEN FEET

If you will give 15 minutes' time in the evening for relief from tired, swollen, aching feet, you can find it in FLEX-OIL. 25 cents a bottle. Druggists, or at O'Sullivan Bros. Co.'s shoe store.

Generous sample sent on receipt of 10 cents.

O'SULLIVAN SPECIALTY CO.

LEYLAND LINER BURNED AT SEA

Crew of Steamer Columbia Took to Boats When Explosion Occurred—Two Boatloads, With 27 Alive and Three Dead, Picked Up—Captain and 13 Members in Open Boat 50 Hours—Third Lifeboat Adrift

SAFELY ISLAND, N. S., May 6.—Captain McDonald and the 17 crew members of the British steamer Columbia, burned at sea, were saved by the steamer Manhattan. A wireless dispatch to this effect was received from the Manhattan by the Marconi station here early today.

The Manhattan, bound from New York for Antwerp, had been near the scene of the burning of the Columbia for some hours and was known to be searching for boats containing members of the Columbia's crew. Her presence was announced in the following message:

"Manhattan picked up one boat of

Columbia, captain and 13 others. One boat full of explosion and one man drowned leaving ship. Many others still searching for other boat."

The rescue, it was added, was made only this morning in 41.19 north latitude and 23.25 west longitude. Yesterday the Canadian liner Francisco picked up one of the Columbia's boats containing 13 men and the body of Chief Steward Matthews so that 2, in all have been rescued. The other missing boat, for which the Manhattan and other rescuers are still searching, contains the first and second officers and 11 men.

The steamer Columbia, bound from

Antwerp for New York caught fire at sea Sunday night. According to the wireless advices from the Francisco, which rescued the first boat of survivors, the flames spread quickly and were followed by explosions which necessitated the hasty abandonment of the steamer by the crew. The men got away in three boats but in their haste were ill prepared for a battle with the seas in open boats. The first survivors when picked up had been adrift for 36 hours and suffered severely. Captain McDonald's boat, picked up early today by the Manhattan, was adrift for more than fifty hours before help reached them.

NIXON FOUND GUILTY TRIAL OF BECKER NO STAMPS ON LETTERS

PROMINENT YALE STUDENT FINED \$200 FOR ASSAULT—SAID HIS MIND WAS A BLANK

NEW HAVEN, May 6.—Stanford W. Nixon, a former prominent Yale student, and a son of Lewis Nixon of New York, was late yesterday found guilty, in the city court, of a technical charge of breach of the peace, in connection with the assault upon Edward W. Becker, chief engineer of a telephone company, on Oct. 21, 1913. Judge O'Meara imposed a fine of \$200 and costs. Notice of an appeal was filed.

Nixon went on the stand in his own behalf and frankly said that on the night in question he had been drinking with other students and his mind was a blank to what had occurred.

Becker went on the stand in his own behalf and testified that on the night in question he had been drinking with other students and his mind was a blank to what had occurred.

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Crowds at the Opening Session in New York Court Today

NEW YORK, May 6.—Crowds of enormous men and women filled the corridors of the criminal courts building today for the opening of the second trial of Charles Becker, the former police lieutenant, for the murder of the gambler, Rosenthal. Four men the gamblers, so-called, recently paid for the murder with their lives, but Becker, the alleged instigator, was saved by a ruling of the court of appeals. Justice Samuel Seabury will preside over this second trial.

Dist. Atty. Whitman appears for the state as he did at the first trial, but John A. McIntyre is succeeded as chief counsel for Becker by Martin T. Mahan.

The opening of the case was set for 10:30 o'clock and an additional panel of jurymen was on hand. It was thought that the remainder of the week would be required to complete the jury and that the trial will last three weeks or a month.

It had not been definitely decided today whether Becker will take the stand.

The crime for which Becker stands indicted occurred early in the morning of July 16, 1912, and was the result of a war among factions of gamblers. Rosenthal was expected on that day to go to the office of a district attorney and narrate a story involving Becker, who it was believed among the gamblers had been a sort of a silent partner in Rosenthal's gambling house.

For the shooting of the so-called "quicker," "Gyp," the blood, "Harry Frank," "Whitey" Lewis and "Lefty Lantz" died in the electric chair at Sing Sing. The court of appeals held, however, that the evidence had not shown that they had been Becker's instruments.

Of the informers who turned state's evidence, "Reddy" Jack, "Boss" Harry Vailion and others, all except Schepke, it is understood, will be called upon to repeat their story at the present trial.

General Villa, refusing Gen. Mang's invitation to join Federals, says rebels, if necessary, will face both United States and Huertistas.

General Funston, worried by Federal's hostile preparations, said to favor immediate advance on Mexico City; ordered by War department to avoid hostilities.

Envoys still confident of inducing Carranza to mediate.

There will be a month's mind mass for the repose of the soul of the late Mrs. A. M. Bertrand, at 8 o'clock Friday morning at St. Joseph's church.

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AMERICAN SOLDIERS, SAILORS AND MARINES MAY SEND LETTERS WITHOUT STAMPS

WASHINGTON, May 6.—American soldiers, sailors and marines whether in the United States or not, may send their letters without the payment of postage to any place in the domestic mail service by marking them "Soldiers' letters," "Sailors' letters" or "Marines' letters" and having them endorsed by their commanding officers under an order issued today by Postmaster General Barleson. Only a single rate of postage will be charged and this will be collected when the letter is delivered.

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First Edition

FOR LATER LOCAL AND TELEGRAPHIC NEWS AND TODAY'S STOCK MARKET REPORT SEE LATER EDITIONS

ENVOYS HOPEFUL OF INDUCING CARRANZA

Renewed Efforts to Bring Rebel Chief Into Preliminary Mediation Negotiations Which Will be Held at Niagara Falls, May 18

WASHINGTON, May 6.—Renewed efforts of the South American envoys to bring Carranza, constitutionalist chief, into preliminary mediation negotiations came as a swift turn of events that excited sharp interest in the Mexican crisis today. While it had appeared Carranza had been eliminated temporarily from mediation preliminary because of his refusal to declare in truth yet it developed today that the envoys were still hopeful of inducing him to send an agent to conferences between Huertistas and representatives of the United States to be begun in Niagara Falls, Ontario, on May 18.

The language of the announcement that Niagara Falls, Canada, had been chosen for the scene of exchanges was interpreted by some observers as indicating that the envoys had not abandoned hope of attempting to compose the entire Mexican problem, despite Carranza's assertion that any attempt to take up the republic's internal troubles was beyond the range of diplomatic activity. The phrase that attracted attention was that the envoys would confer with Carranza, or at least with his representatives, in mediation.

Specific parties were not named and later it was authoritatively learned that further communication had been taken up with Carranza.

Confident of an early reply from the rebel chief the mediators today began preparations for the Niagara Falls conference. Under present conditions their initial activities still would be confined to the exercise of "good offices" in the dispute between Huerta and the United States. Whether these preliminary moves would develop into formal mediation could not be foreseen. Nevertheless, the envoys proceeded with hope that the pending might result favorably and that their work eventually might embrace the whole range of Mexican affairs. Huerta's representatives were expected to start from Mexico City this week but the

members of the United States mission have not yet been appointed. President Wilson resumed consideration of many names today, seeking trained diplomats to handle the delicate questions to be discussed in the little Ontario city.

More Trouble in Mexico

While interest in diplomatic developments overshadowed all other features of the international situation changes in Mexico were not overlooked. Numerous reports stated that the Huertistas were mining railway tracks between Mexico City and the east coast. Huerta was said to recognize the menace of Villa's army in the north and chance of a Zapotista attack from the south. Plans for use against both these leaders were being turned out in the federal arsenals. While Zapotista's reported threat to attack Mexico City yesterday did not materialize, it served to renew interest in the possibility that Zapata may emerge as a figure to be reckoned with in future happenings. The reported agrarian policies of the Zapotistas are said to be severely consonant with Carranza's political program.

Fighting at Tampico

Renewal of inconclusive fighting for possession of Tampico was reported by Rear Admiral Mayo early today. The fighting rebels were said to have received additional artillery and troops. Secretary Daniels on the yacht Albatross will meet the Montana off Hampton Roads and accompany the cruiser to the navy yard.

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**No. 327—NEMO DUPLEX
SELF-REDUCING CORSET—**
Very long skirt; low bust. Incurved
front steels provide excellent sup-
port. New arrangement of re-
ducing bands of semi-elastic
Lastikops Webbing at skirt-back
give a perfect in-curve.....\$3.00

N. E. BUNTING COMPANY

Hopes to Get Government Order for Flag Bunting Despite Competition of Foreign Firms

The officials of the New England Bunting Co. of this city are patiently awaiting news from Uncle Sam relative to that order for 255,000 yards of bunting for the navy department, and they feel confident that again they will be favored with the order, despite the fact that a foreign company has submitted bids for two or three cents less per yard than the Lowell concern.

At the present time the company is busy on a large order which it received last year and they have until June to turn out the entire order. Between 65 and 70 employees, two-thirds of whom are women are given employment and the average pay at this mill, it is claimed, is far higher than other textile industries.

One of the officials of the company in conversation with the writer said the 1913 order for Uncle Sam will be finished by June, but if the 1914 order is not given to the New England Bunting Co., it will not mean that the plant will go out of business. The company manufactures bunting varying between 18 and 52 inches in width and much of it is sold to flag manufacturers. The government orders as a rule call for 18 inch bunting. If the pending order is given to a foreign manufacturer it will mean a curtailment at the local plant and that will make it hard for the company, inasmuch as skilled workers are scarce, and if a curtailment takes place it is probable that the employees who will be laid off will secure employment elsewhere. It is expected that the contract will be given out within a short time and it is probable that if Rep. Gillette's resolution now before the Massachusetts legislature is upheld, it will have great bearing upon

the secretary of the navy to have the goods manufactured in the states.

Musketquid

A neighboring plant of the New England Bunting Co., the Musketquid mill, is a very busy concern. This company manufactures worsted suitings for men and women and the orders are plentiful. Mr. Laycock, the superintendent of the plant, in conversation with a reporter for The Sun, said business is very good and he expects that before a short time his employees will work overtime. He is a man who believes in the new tariff, but in his opinion it would have been better if the tariff had been forced in gradually.

"When the tariff bill was signed," said the superintendent, "our plant experienced a slow down in business. We felt the depreciation in orders considerably at that time, but since business has been picking up gradually and at present the plant is running with a full complement of help and full time. Business conditions to my knowledge are far better than during President Cleveland's administration, although a certain number of textile workers are daily seeking employment. People may talk about the United States manufacturers not being able to compete with foreign industry, but I can say that we can and at a price which is not much higher than the foreign goods. It is a little time is necessary by which the manufacturers can get ready to compete with foreign labor which is much cheaper than in the states, and that is why I say that it would have been better if we had introduced the new tariff on a gradual scale. However, I believe that the American manufacturer will pull through all right although it will take some time for some of them to get down to real business.

SUCCESSFUL WHIST PARTY

A successful whist and entertainment was conducted at Notre Dame de Lourdes parish school hall last night, the affair being given for the benefit of the church under the auspices of the L. A. G. G. The affair was largely attended and the organizers were warmly congratulated for their work. Frank Ricard presided and at the close of the whist tournament entertainment numbers were given by Emma Danneuse, Emma St. Onge, Rose Desautels, Alden Letendre. The organizer of the event was Miss Emma Danneuse, vice president of the circle and she was assisted by the following:

President, William Gellings; Treasurer, Miss Emma St. Onge; Misses Yvonne Guerin, Yvonne St. Onge, Christine Ducharme, Marie Louise Payer, Ernest Dubois, Joseph Goulet, Arthur Thibault, Arthur Hubert and Athanasie Gosselin.

RECORD LIQUOR SEIZURE

RANDOLPH, Me., May 6.—Sheriff O'Connell and six deputies made yesterday what is believed to be the largest seizure of liquor in the history of Maine, taking the contents of a large box car that had arrived in the Maine Central yards some time during the last 24 hours.

Four two-horse trucks were four hours in transferring the liquor to the court house.

FOR BOOTH MILLS

Stockholders Authorize Big Financial Deal for Improvements

At a special meeting of the stockholders of the Booth mills held in Boston yesterday afternoon an issue of \$600,000 deferred payment notes at 7 per cent, to meet the improvements that have been made at the mills in the past few years, and to provide necessary quick capital, was authorized. The meeting was attended by 25 persons and all but 200 of the 10,000 shares were voted upon. The final vote authorizing the issue of the securities was 6000 to 3800. Eighty per cent of the stock in the Booth mills is held by a dozen people and it is said that the interests represented by the 6000 shares will see to it that the securities authorized find a market.

That there are powerful conflicting interests within the Booth corporation is not denied and these interests have been seeking to gain control of the Booth mills for some time past. The plan contemplated by the Lowell management of the corporation to raise the additional capital was to increase the capital stock from one to two million, on the basis of the present valuation of the plant. To accomplish this a two-thirds stock vote was necessary, though notes can be issued on a majority vote.

The division within the corporation comprises a majority of the directors and the Ayer interests upon the one hand, and the Wellington, Sears Co., which is the selling house, allied with the Lowell interests, on the other.

It has been acknowledged by both sides that the additional working capital is necessary, and the selling house, which is a large stock holder, has been willing to agree to this upon certain terms. There was no secret made yesterday of the fact that these terms involved the actual management of the plant, and consequently there was some rather frank talk on both sides, in which the lawyers representing the principal interests participated.

On a show-down, the management of the corporation had 6000 shares to 3800 voted by the selling house interests, and while this was not sufficient to put through a preferred stock issue, it was recorded in favor of the note issue, though there was some protest from the other side.

SEEKING A GOVERNOR

PHIL. WILSON LOOKING FOR MAN TO TAKE PLACE OLNEY DECLINED

WASHINGTON, May 6.—President Wilson is searching for a governor of the federal reserve board. He offered Richard Olney, former secretary of state, the position as head of the board which will regulate the 12 regional banks, but Mr. Olney declined, being unwilling at his advanced age to undertake new responsibilities.

Many administration officials were disposed to believe that Secretary Houston of the department of agriculture would be the man finally chosen for the place. It is an open secret that the president has wanted to appoint Mr. Houston to the federal reserve board but did not wish to make any changes in his cabinet which he refers to as "a team."

It is known that since Mr. Olney's declination the president has not fixed any one but is looking over the field. He is said to be anxious to get a New England man so that all sections may be represented on the board.

Colonel William A. Gaston and Joseph H. O'Neil, both prominent bankers, have been suggested as possibilities, but it is believed the president will choose a business man with legal training.

HOUSE FOR TWO WARSHIPS
WASHINGTON, May 6.—The administration's two-battleship program for next year in the naval appropriation bill was sustained in the house yesterday, when the one-battleship proposal was voted down, 51 to 145, and a motion to strike the two-battleship provision was rejected by a vote of 11 to 152.

ONLY ONE "BROMO QUININE"
To get the genuine, call for full name, LAXATIVE BROMO QUININE. Look for signature of E. W. GROVE. Cures a Cold in One Day. 25c.

CURLEY MAKING GOOD

DECREASES IN BOTH GROSS AND NET FUNDED DEBT OF BOSTON SINCE HE TOOK OFFICE

BOSTON, May 6.—There have been substantial decreases in both the gross and net funded debt of the city since Mayor Curley took office there twelve months ago, according to the regular monthly statement of City Auditor Mitchell, which was made public yesterday.

The city auditor's report showed that during the last three months the gross funded debt of the city has decreased \$122,000, while the net funded debt has decreased \$289,410.97.

Jan. 31, the gross funded debt of the city was \$129,225,814.01, while on April 30, the gross funded debt was \$123,233,581.01. The city's net funded debt on Jan. 31 was \$78,961,370.21, as against \$78,671,959.24 April 30.

The net rapid transit debt April 30 was \$21,549,073.02. April 30, the city had the right to borrow \$1,629,045.51.

SUMMER PLAYGROUNDS

LIST OF SUPERVISORS AND ASSISTANTS ANNOUNCED BY PARK COMMISSIONER ROUNTREE

The following list of supervisors and assistants for the summer playgrounds was announced last night by Park Commissioner Rountree:

South common, May M. Cowell, 1622 Gorham street, supervisor; Marion E. Cooney, 51 Huntington street, all day; Helen E. Hickey, 252 Third street, afternoon; Patrick J. Reynolds, 129 Chapel street, supervisor; Lawrence company playground, Lewis J. Fish, 584 Moody street, supervisor; Regina B. Prappler, 26 Hampshire street, supervisor; Gladys L. McElroy, 1685 Middlesex street, afternoon; Textile grounds, Clarence A. Cunningham, 17 Hoyt avenue, afternoon.

CHURCH AT HAMPTON

FINE CATHOLIC EDIFICE TO BE ERECTED—EXCAVATION HAS BEEN STARTED

Excavation for the new Catholic church at Hampton beach has started and it is expected that it will be ready for occupancy by July 1.

The church will be located on Highland Crest park, the land being donated by W. J. Bigley of Somerville. The church will have a frontage of 16 feet and a depth of 35 feet. It will be of frame construction and will cost about \$15,000. The seating capacity will be about 800.

TREATY WITH ITALY

WASHINGTON, May 6.—Secretary Bryan and Marquis Casati Confalonieri, Italian ambassador, yesterday signed a treaty providing for an investigation of trade between Italy and the United States, which cannot be settled by diplomatic means. The period of investigation is fixed at one year, although it may be shortened. The treaty follows in a general way the terms of a similar peace pact negotiated by Secretary Bryan with the Netherlands. It is the 15th of the new Bryan peace treaties.

C. M. A. C. MEETING
A largely attended meeting of the C. M. A. C. was held last night in the association quarters, Bowdoin street with President Isidore Trudel in the chair. Considerable business was transacted and the committee in charge of the arrangements for the banquet which will be held on May 17 in connection with the observance of the silver jubilee of the organization, reported that all the details for the affair had been looked after and that the outlook for a flattering success was very bright.

Twelve new members were initiated and Capt. Thérèse L. Blanchette of the Blue Bowling team, which won the C. M. A. C. Bowling league trophy, presented the said trophy to the association and the gift was accepted by President Trudel. It was announced that Thursday evening's last meeting of the committee of 40 in charge of the banquet will be held and all members are requested to be present.

RIVER FISHWAYS

Lowell Fish and Game Association Will Order Them Restored

At a meeting of the Lowell Fish and Game association held at the association's headquarters in Odd Fellows building, Middlesex street, last night, President Lucius A. Derby, Treasurer Simon B. Harris and Secretary William H. McCarthy were appointed a committee of three to act on the suggestion of game commissioners for the purpose of demanding that the fishways at Lowell and Lawrence be reconstructed and that the mouths of the canals be screened, as provided by law.

Congressman John Jacob Rogers, on motion of Willis S. Holt, was elected an honorary member of the association. The congressman was also accorded a hearty vote of thanks for his splendid work in securing 2,500,000 white perch for local ponds and lakes. Mr. Holt had charge of the perch and he submitted his report to the association last night. The story of how the fish were distributed has already appeared in The Sun.

The association went on record as endorsing the \$190,000 appropriation for the enforcement of the Weeks-McLean migratory law and the proposed treaty for the protection of birds that migrate between the United States and Canada. According to the proposed treaty spring shooting would be eliminated, thus completing the protection of migratory birds from the place that they breed to their winter quarters.

In thanking the members for the honor conferred upon him by his election as treasurer, Simon B. Harris stated that he had been assured by the Traders National bank that a check for 50 per cent of the association's funds would be received in a short time. It was voted to apply to the state commissioners for application blanks for the requisition of more fish to be planted for next year.

FOR INSTRUCTION CAMPS

WAR DEPARTMENT WILL CARRY OUT PLANS, DESPITE MEXICAN SITUATION

WASHINGTON, May 6.—There will be no suspension or abandonment of the elaborate plans of the war department for holding the students military instruction camps this summer because of the Mexican crisis. In fact, the Mexican trouble has served to emphasize the necessity for such preparation of the youth of the country, in the opinion of the general staff.

Many letters are being received from hands of educational institutions and from individual students, asking for information as to the department's plans for the summer.

Answers are being returned that the four camps for student instruction will be held at Asheville, N. C., at Burlington, Vt., and Lexington, Mich., July 6 to August 7 inclusive and at Monterey, Cal., from June 26 to July 21.

DEPENDS PARCEL POST
WASHINGTON, May 6.—Postmaster General Burleson attended the parcel post system yesterday in an open letter, characterizing it as an accelerator of trade between cities and farms, and declaring its rates were based on operating costs in both the profitable territory, which is defined by the extent of the systems of private express companies, and the unprofitable territory, into which the private express companies never go.

SPOKE ON BOB VEAL
Dr. Smith Says It Is Impossible to Tell If That It Is Not Injurious Although Condemned

BOSTON, May 6.—It is absolutely impossible to determine when veal is below a certain age, according to Dr. T. B. Smith, who lectured on animal diseases at the Harvard Medical school yesterday afternoon.

Dr. Smith declared that his bob veal is not injurious, but that its sale is forbidden, and the entire matter should be taken up in the legislature.

The speaker also stated that meat from cattle suffering from the early stages of tuberculosis is not harmful to the public health, despite the fact that it is condemned in Massachusetts.

IT'S A GRAVE MISTAKE

to accept wines or alcoholic mixtures as Spring medicine; their false stimulation is followed by greater depression.

Get the pure, non-alcoholic Scott's Emulsion, prescribed in medical practice for forty years—but avoid substitutes.

Have You Cleaned Up?

This is the National week. Below is a partial list of what we can offer for your assistance in cleaning up all times.

WASHING POWDER
SCRUB BRUSHES
DUSTLESS SWEEPING COMPOUND
FEATHER DUSTERS
GARBAGE CANS
ASH CANS
DENATURED ALCOHOL
LAWN MOWERS
SICKLES
FLY SCREENS
RAKES
HEDGE TRIMMERS
TREE PRUNERS
SPADES

HAND SOAP
PAINT BRUSHES
MOPS
WHISK BROOMS
MOP WRINGERS
GARDEN HOSE
GASOLINE
GRASS SHEARS
LAWN SEED
CARPET SWEEPERS
WHEEL BARROWS
TREE SPRAYERS
HOES
AXES AND HATCHETS

PAINTS, OILS and VARNISHES for INSIDE and OUTSIDE uses

FREE AUTO DELIVERY

Adams Hardware

& PAINT CO.

400-414 MIDDLESEX ST.

BUMPED THE BUMPERS WOULD BREAK LEASES

BAGGAGE CAR COLLIDED AT SOUTH STATION CAUSING CONSIDERABLE EXCITEMENT

BOSTON, May 6.—A bumper at the end of track 5 in the South station was knocked from its anchorage just after 6 o'clock last night, when a series of cars making up for the 6:20 p. m. train to Worcester, came into the station at too fast a clip and crashed into it.

A baggage car at the end of the train smashed against the bumper with a crash that caused considerable excitement among passengers awaiting trains near the track.

The baggage car howled over the bumper, broke off two stout rails supporting it and ran to within a few feet of the fence separating the tracks from the rest of the station.

When the car stopped it was perched upon the top of the smashed bumper. The Boston & Albany wrecker was called and hauled the car away about 5 o'clock.

CONSPIRACY CHARGED

SENATOR LA FOLLETTE PROMISES TO SHOW CONSPIRACY IN FREIGHT RATE CASES

WASHINGTON, May 6.—Senator La Follette told the senate yesterday that he would lay before it "an organized conspiracy to control, to compel and to intimidate the interstate commerce commission" in increased freight rate cases that have been pending for several months.

In urging the passage of his bill to make it unlawful for any person to attempt to influence the commission in reaching any decision, Senator La Follette declared that the proposed 5 per cent increase, as asked by the railroads, would "lay on the consumers of this country an aggregate of \$100,000,000."

WRECK CASE TO JURY

NEW HAVEN, May 6.—Arguments in the trial of August B. Miller, charged with manslaughter as the result of the disastrous wreck on the New York, New Haven & Hartford railroad at North Haven last September, were completed in the superior court late yesterday. The case will go to the jury tomorrow morning.

Miller was engineer of the White Mountain express which ploughed through the standing Bar Harbor express, exacting a toll of 21 lives. Coroner Mix found Miller partly criminally responsible for the wreck. The trial has been in progress here two weeks.

BOSTON APARTMENT HOUSE RESIDENTS FEAR REPETITION OF MELVIN HOTEL FIRE

BOSTON, May 6.—Many Brighton people who live in apartments similar to those located in the Melvin apartment house, which was burned recently, are living in constant dread that a similar fire will break out in their homes and are trying to find a way to break the leases which they have taken on their apartments, according to Mayor Curley.

The mayor stated that yesterday he received visits from a number of residents of the Aberdeen section of Brighton who asked him if it is not possible for the city authorities to condemn the apartments in which they live so that they can escape the leases which they have taken.

These people told the mayor that the Melvin apartment house fire has shown them that they might be burned to death as the result of a similar fire almost any night. The owners of these buildings, they say, are taking steps to equip the buildings with fire escapes and the tenants want to move. They cannot do this, however, they declare, on account of their leases.

A SURE WAY TO END DANDRUFF

Stop Falling Hair and Itching Scalp—At Once

There is one sure way that has never failed to remove dandruff at once, and that is to dissolve it, then you destroy it entirely. To do this, just get about four ounces of plain, common liquid arvon from any drug store (this is all you will need), apply it at night when retiring, use enough to moisten the scalp and rub it in gently with the finger tips.

By morning, most if not all of your dandruff will be gone, and three or four more applications will completely dissolve, and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

You will find all itching and digging of the scalp will stop instantly and your hair will be fluffy, lustrous, glossy, silky and soft, and look and feel a hundred times better.

If you value your hair, you should get rid of dandruff at once, for nothing destroys the hair so quickly. It not only starves the hair and makes it fall out, but it makes it stringy, straggly, dull, dry, brittle and lifeless, and everybody notices it.

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The Price Will Probably Advance July 1st

HORNE COAL CO.



The Sale You Have Been Waiting For

IS NOW UNDER WAY. WITH THE SUMMER GARMENTS COMING IN CARLOADS WE MUST MAKE ROOM. ALL CLOTH GARMENTS BEING PUSHED AT HEAVY REDUCTIONS

Suit Prices \$10, \$13.75 and \$18.75 \$30.00 and \$35.00 Suits in lot

Coat Prices \$8, \$10 and \$13.75 You Will Marvel at the Fine Coats

BLACK MOIRE, SERGE, POPLIN, LYMANVILLE, EPONGE. A GREAT CHANCE. DON'T MISS IT.

See the Summer Dresses See the Graduation Dresses
See the Linen Dresses See the New Wash Dresses
GARMENTS FOR EVERY OCCASION

WAISTS—25 Dozen Waists		COSTUMES AND DRESSES	
\$1.25 to \$1.69, at.....	95c	We are making quick work of our Costumes	
\$3.00 Waists.....	\$1.95	and	
\$5.00 Waists.....	\$2.95	Dresses. \$9.75 and \$12.75	
While the sale lasts we give you waists at cost.		Are small prices for the beautiful qualities and styles	

New York Cloak and Suit Co.

CHERRY & WEBB 12-18 JOHN STREET

200

MESSALINE PETTICOATS

\$3.00 Values..... \$1.85

FOR REPORT OF TODAY'S CLOSING
STOCK MARKET SEE LATER EDITIONS

SON KILLED HIS FATHER

Chester Duryea Fired 7 Bullets Into Body of His Father, Hiram Duryea, Millionaire

burser, millionaire starch manufacturer and veteran of the Civil war, killing him instantly, talked incoherently of the events leading up to the shooting and gave evidence of being stark mad. While talking he dug his fingernails into the palms of his hands until they bled. He said he shot his father when he received a "spiritual message from George Washington." In a saneer, calmer tone he added:

"I was the best friend my father had and he was my best friend. I loved him dearly. If he were here now he could explain the whole matter. I really don't know why I shot him."

"Two days ago my father and I took a long walk and during it I kissed him for the first time in three years. I don't know why I kissed him. Maybe it was just because I wanted to show my affection."

"I had made up my mind before shooting father as far as soon as he was dead I would turn the automatic pistol on myself and end my own life. I fully intended that while I was sitting at my father's. After it was over, enough of impulse came over me and I decided not to kill myself. I wish I had carried out my original intention."

Before his arraignment in court

After graduating from college, young Dursey was expected to take charge of the least department of his father's extensive business. This never came about because, it is said, of the unfriendly feeling between father and son over family matters. Young Dursey had been divorced by his wife and the two had been bitter enemies. The father had been the subject of his daughter-in-law's contentions.

Although servants stated there had been no quarrel between the two, an overturned table and books scattered about the floor of the sleeping porch led the police to believe that a struggle had awakened his father and that a struggle had ensued before the shot was fired.

Examination Delayed

When Dursey was arraigned he appeared to be more rational. He said he had no attorney but wanted one so the examination was postponed until Thursday morning.

L. G. Dursey, his cousin, said that the Dursey family had believed for some time that Chester was mentally unbalanced and had considered taking steps to place him in a sanitarium or asylum. Chester's marital condition, said the cousin, was due to over indulgence.

For two years, he said, the Durseys had been constantly engaged in the study of a formula by which he believed the process of the manufacture of starch could be revolutionized.

NOTED HISTORIAN DEAD
PARIS, May 5.—Amedee Guisquet, the noted Bysantine historian, died today. He was born at Clermont, France, in 1828.

May Sale of White Skirts

Long White Skirts with lace or hamburg flounce. Regular price \$1.50. **May Sale Price \$1.00**

Long White Skirts with 18 in. flounce of shadow, val. lace or embroidery and wide heading. Regular price \$2.98. **May Sale Price \$1.98**

Long White Skirts of muslin or nainsook with fine Swiss embroidery flounce or shadow lace and wide ribbon run. Regular price \$1.08. **May Sale Price \$2.00**

Children's and Misses' Drawers with cluster of tucks and ruffle of embroidery. Sizes 2 to 17 years. Regular price 39c pair. **May Sale Price 25c**

Children's Skirts, made of fine nainsook with tucks and embroidery or lace insertion and edge, sizes 2 to 14 years. Regular price 75c. **May Sale Price 50c**

Children's Princess Slips with deep flounce of embroidery or lace. Regular price \$1.50. **May Sale Price \$1.00**

Orthodox church in Jefferson street. The meeting is scheduled for 8 o'clock and will be attended by a large gathering. The purpose of the meeting is to revise, if possible, the old by-laws of the community and also proclaim the candidates for the coming election. The president, secretary and treasurer

DEATHS.

MURPHY—Patrick Murphy died this morning at the Chelmsford street hospital. He leaves to mourn his wife and niece, Ethel Dockett. His body was removed to the funeral parlour.

THREE DOLLARS PER YEAR. TWENTY-FIVE CENTS PER MONTH.

Where's that paint brush?

A QUARTER CENTURY AGO

I see by the reports from city hall that Capt. Lyman Prouty, once the commander of the Merrimack river navy but more recently commander of the city's steam-roller squadron, after being refused a pension, has decided to stick to the ship, or, more correctly, the steam-roller, and will merrily roll along over the rough-shod streets for another summer.

Twenty-five years ago, Capt. Prouty came very close to having the unique experience of being "drowned," and going to heaven at the same time. In fact, he came so close to it that a horror-stricken crowd of witnesses thought it was all off with the doughty captain.

The thrilling event is described in the old Sun as follows:

"On Edge of the Dam"

Sunday morning, Captain Prouty of the steamboat "Nashua," was cruising on the Merrimack above the Pawtucket dam, waiting for a load of passengers. Skipper Batchelder of the steamboat "Daniel Gage" had been at work with a gang of men launching his boat which was stored on land near the Pawtucket dam. When the boat was launched at 11:30 he called the "City of Nashua" to give him a tow to the anchorage in the rear of the lee houses. A line was thrown from the stern of Captain Prouty's boat to the bow of the Batchelder craft, the engine pulled, the screw propeller revolved, and the boat was launched. A heavy current was running and three feet of water flowed over the flashboards of the dam, 150 yards away. Below the dam the ragged edges of black, forbidding rocks poked their heads above an angry rush of turbulent water that whirled and eddied under the Pawtucket bridge to the lower river.

The "Nashua" pulled the "Gage" into the stream. When a short distance out, there was an insignificant collision between the boats and a stoppage to arrange matters. The delay did great harm for when the engine of Prouty's boat started up again it was found that both boats had dropped down stream just far enough to get into the water that was turning itself into foam a stone's throw off. The pilot of the "Nashua" was in the boat, and the "Gage" was in the water. As a last resort the hawser connecting the boats was cut and the "Gage" left to its fate. Believed of the dam, the "Nashua" did not get out of it, but continued to follow in the wake of the "Gage." Prouty hurried his anchor overboard. It caught on the bottom, held for a minute, then snapped, and the last chance was gone. While this was going on the "Gage" crushed itself against the submerged iron ribs of the flashboards on the very brink of the dam.

Like the pilot of the Prairie Belle, Captain Prouty "saw his duty a dead sure thing and pointed her nose for the shore." In less time than it takes to write it Prouty's boat was on the edge of the dam beside Batchelder's boat.

Both boats lay broadside to the current about 15 yards from the Pawtucket dam. When the "Gage" struck, a small boy who was on the upper deck narrowly escaped being hurled into the foam-lashed rocks 30 feet below. There followed a mad scramble on both boats and they called loudly for help, fearing that the ribs of the boats would be crushed in by the force of the current or that the steamboats would be lifted over the protecting iron beams. To go over the dam meant certain death for every person.

John Green a Hero

Captain John Green of the Vesper club took in the situation. He jumped into a dory and struck out for the helpless people on the helpless steamboats. Both boats careened over to an angle of about 45 degrees and from the Pawtucket dam side their situation seemed precarious. John Green took one load in

his dory and then had a narrow escape from going over the dam. One of the ear-loops of his boat got out of working order and his boat head helped him out of his difficulty. He repaired his boat and then took off all but two men on the "Nashua" who remained from choice.

A great crowd collected on the Pawtucketville shore and on the bridge and through the city flew a rumor that two steamboats loaded to the gunwales with passengers had gone over the dam and that dozens of passengers were drowned or crushed to death.

George L. Fowler, the building-mover came on the scene with windlass and a gang of men. The windlass used in moving buildings was spiked down in Varnum avenue and a strong rope floated down to the "Nashua." When an attempt was made to pull the "Nashua," the rope snapped. Other ropes were floated down to the boats and they were made fast to the shore as a partial prevention should the water rise. Then the boats were left until Monday morning, the two men being taken off in a dory. The "City of Nashua" has been hauled from the Pawtucket dam by a number of men and preparations are under way for the removal of the "Daniel Gage." The smaller boat was not so badly wrecked as was supposed.

Charles Morse may tell blood-curdling stories about his experiences in the mines of the west but he has nothing on Capt. Prouty, whose "Jim Bludso" stunt was performed right at home so that we don't have to take his word for it. The Sun tells us about it and what The Sun says, as I have previously remarked, is gospel, by Heck!

John Hickson a Hero

Speaking of heroes and incidentally of pensions, if it wasn't for Officer John Hickson, there's a possibility that Chief Hasner would not be drawing a pension today. In a supplementary story of the Carpet mill fire, the first of which appeared in my last article, the old Sun says:

"Saturday morning during the fire in the Carpet mill of the Lowell Manufacturing company, the passage-way known as Carpet Lane was crowded with people. A shout was heard and it was seen that Chief Hasner's horse was rushing toward the packed crowd. The animal had snatched the bride and was unmanageable. There was a great rush, the crowd being panic-stricken and there was more than an even chance that somebody would be trampled under the frightened horse. Officer John Hickson jumped in front of the animal and grabbed him by the neck. A fierce effort ensued; the heavy Hickson being pulled and dragged all over the passage-way; but he held on until help came and the horse was subdued. It was a brave act and Officer Hickson made himself a hero in the eyes of every person who saw the struggle."

And that was only child's play for John Hickson in his palmy days. Had "Quo Vadis" been on the stage in those days John would have been eligible to play the part of "Jesus" for John will remember, "Jesus" by his tremendous strength twisted the neck of a mad bull and saved the heroine. John could have thrown the bull. In fact he can yet, but that's another matter. One Saturday night many years ago I accompanied Officer Hickson and several other officers into a house in William street where a small group of boys were making it up at force of arms and contrary to the peace, etc. I say, I accompanied them perhaps I did, but I took care to be the last man in. They were a bad bunch and all of the officers except Hickson had their clubs drawn. Officer Hickson had his right and left hands outstretched and he looked innocent enough when he was loosely by his sides but which were death-dealing when in action. In a room just off the street were four or five boys in the midst of a fine battle. One non-com-

battant was sitting beside a small stove from which a huge stove-pipe ran up and across to the chimney. Nearby was a table on which reposed an ominous-looking knife. As the officers entered, Hickson greeted them with: "What kind of a way is that for gentlemen to behave. Stop it now. We'll have no more of it!"

Just then the boy who was seated across and made a grab for the knife. "Put that down my bucko!" exclaimed John, and as he did, he swung one of his famous open-handers, a mere slap, as it were, not a punch. John's gigantic palm caught the boy on the side of the face. Away went Mr. Polo, through space until he collided with the stove. Down came the stove and its several yards of pipe, landing on his belligerent fellow-countrymen, dropping two of them to the floor, while the others simply dove through the door into another room.

The first man struck remained on the floor trying to get out of his eyes and to get the side of his face out from between his teeth. Peace reigned in William street for the remainder of the night and ever afterward while Hickson was on that beat if a Polish mother wished to get her children to sleep at night she had only to tell them that "the big Irish cop would get them and immediately they'd duck under the bedclothes and would be heard from no more. Officer Hickson always favored the "open-handers" in subduing refractory prisoners. He also had a regular punch with the closed fist, but he only used it to break down doors or stop runaway horses. It was too mighty a power to be used on anything as frail as a human body.

John F. Murphy "Canned"

Twenty-five years ago, the present postoffice building was in process of construction, the old postoffice being located where "Mitchell the Tailor" is now doing business, in the Hill-dorch building, and a very comfortable job was that of superintendent of construction.

The old Sun says: "John F. Murphy, ex-chairman of the democratic city committee who was appointed under the Cleveland administration, as superintendent of construction of the federal building for Lowell, has been notified that his services have been dispensed with. Mr. Murphy is a democrat and the administration is republican."

The John F. Murphy was indeed, a democrat, one of the unfortunates, and no democratic love feast or other kind was complete without him. When the free silver movement was launched in 1896, and Mr. Bryan first nominated for president, the democrats of Lowell, and New England generally, balked on the silver plank in the democratic platform, the Lowell Sun being about the only democratic newspaper in New England to support the democratic platform in its entirety, while the "gold" democrats recoiled were quite strong in this vicinity. Among the latter was John F. Murphy and at the first district congressional convention, I believe it was, held that year, he succeeded in ridiculing a proposed resolution endorsing the silver movement out of the convention. Somebody had introduced a resolution endorsing free silver and had spoken on the matter when Mr. Murphy sat the floor. He started to speak favorably on the resolution, but he did not say anything to him, free silver, in fact everything like voting for it, but he felt as it read at present was incomplete, and therefore he would ask the convention to accept a slight amendment to it.

"I would amend the resolution, Mr. Chairman," said Mr. Murphy, "by inserting after the words, 'free silver,' the words, 'and free chocolate.'"

Also include free beer and hot sidewalks, snore," whispered Edward B. McVey, another golden democrat, who sat nearby.

The resolution was withdrawn.

Hopeful But Not Confident

In a recent article, I reported some hot-shot that the editor of the old Sun threw into the members of the democratic city committee after the election of Col. James H. Carmichael as chairman 25 years ago. A week later, I find him considerably calmed down and viewing the situation more hopefully but apparently with no great amount of confidence. Here's what he says: "Mr. Carmichael announces that he will accept the chairmanship of the democratic city committee. There is no good reason why the members of the committee should not work harmoniously under the direction of Mr. Carmichael. Next fall the democrats have several chances to do something. It remains to be seen whether they accept the chances or make costly errors."

That "it remains to be seen," is eloquently expressive of grave doubts.

The Training School

The Lowell Training school in which Lowell's teachers of the future received their finishing touches was in vogue 25 years ago and according to the old Sun, the republicans had no use for the institution, for read the following Sun editorial:

"It is safe to say that if the new Training school building wasn't so far advanced the Training school system would have died a sudden and violent death. Alderman Scribner removed his child from the institution, declining to allow Mrs. Dewey to try her notions on any child of his. The Training school is an elephant which the republicans would gladly kill off if they could stand up under the fears of the whole city."

"Mrs. Dewey's notions," I assume, were the then comparatively new system of practice work for pupil-teachers. The Training school pupil taught school under the supervision of critic teachers of whom there were several. Alderman Scribner's child would have fared none the worse if he or she had been allowed to remain at the Training school. The reason, no doubt, for the objection of the republicans to the Training school was the fact that it established a sort of merit system relative to the qualifications of candidates for the positions as teachers, and republicans were in control locally in

those days and in the victors belonged the spoils even in the matter of school appointments. The Training school showed a strong tendency to put the spoils system out of vogue and hence the antipathy of the local G. O. P. The coming of the Normal school put the Training school out of commission. Mrs. Dewey was the first principal and she was succeeded by Miss Keyes, now Mrs. Stephen J. Johnson, wife of the well known physician. Miss Gertrude Edmund succeeded her and remained in office until about the time the school was abolished, her able assistant, Miss Helen Shean, now principal of the Colburn school, remaining in charge.

School Board Meeting

It seems natural to read the name of Andrew C. Snapp, in the report of a school board meeting for even as far back as quarter of a century ago Mr. Snapp was in that branch of the government, serving continuously until a few years ago when he retired. It is evident that there was little love lost on the school board by the editor of the old Sun for he reports the meeting held 25 years ago as follows:

"At the regular meeting of the school board, Monday evening, Mr. Burdham was the only missing star. All the other members were present. The meeting was held in the school house, and was very pleasant. The committee on high school recommended that the superintendent of schools have power to send back to the grammar school any particularly dull pupil on the recommendation of the principal of the high school. This passed. The matter of better school accommodations for ward 9 will be referred to the city council. Miss E. H. Bradley got a third class teacher's certificate. After a eulogy on the late Miss Board, Mr. Snapp moved that a committee be appointed to draw up appropriate resolutions. Messrs. Snapp, Cummings and Gerry are the committee. A committee was appointed to confer with Librarian Burbank with a view to getting suitable reading matter into the hands of school children. Messrs. Brock, McEvoy and Colburn were appointed on this committee. Misses Collins and Harlow were granted leave of absence for the rest of the term. On motion of Mr. Woodies all

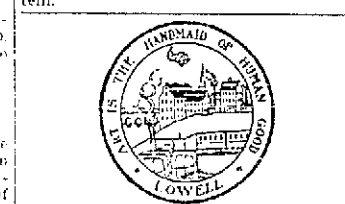
A TONIC FOR THE NERVES

Nervous people who have not yet developed a disease that can be recognized and treated by the medical profession have the greatest trouble in finding relief. Irritation, headache, sleeplessness, nervous dyspepsia, all these discomfiting make life miserable but are endured rather than run a doctor's bill without definite hope of recovery.

Every such sufferer should know the danger of such a condition of the nervous system. Nervous debility and even paralysis may easily result if the tone of the nerves is not restored.

The one big fact that brings hope and relief is that the nerves can be restored by building up the blood. It cannot be too often repeated that only through the blood can nourishment and medicine reach the nerves. Dr. Williams' Pink Pills make the blood rich and red and quickly restore vitality and energy to a weak nervous system. A nervous person who gives these pills a trial is almost certain to see good results and, what is more, the benefit will be lasting because the trouble is attacked at its root. Thin blood makes weak nerves. Building up the blood restores the nerve force.

Get a box of Dr. Williams' Pink Pills today and write the Dr. Williams Medicine Co., Schenectady, N. Y., for a free copy of "Diseases of the Nervous System."



NOTICE TO ABUTTERS

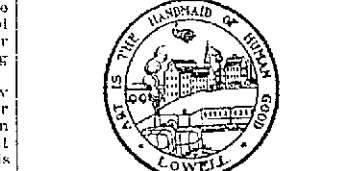
Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

The city is about to pave the following streets:

Graham st., from Davis square to L. and A. R. crossing at Manchester st. Westford st., from Chelmsford to west side Loring st.

In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, as under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years, after said improvements are completed, except as otherwise provided in the city ordinance.

C. J. MORSE, Commissioner Streets and Highways.



NOTICE TO ABUTTERS

Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

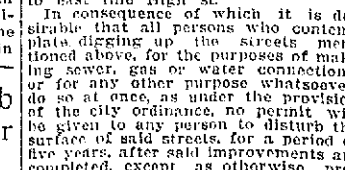
The city is about to macadamize the following streets:

Hatch st., from E. Merrimack st. to east line Sherman st. High st., east line Sherman st. to Rogers st.

Andover st., from Nesmith to east line Butman road. Andover st., from east line Butman road to east line Clark road.

In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, as under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years, after said improvements are completed, except as otherwise provided in the city ordinance.

C. J. MORSE, Commissioner Streets and Highways.



RHEUMATISM

Acute, Chronic, Muscular, Articular, Sciatic, Lumbago, Neuralgia, Throat, Deformity, Gout can be CURED. Satisfaction guaranteed or money refunded.

DR. TEMPLE, 87 Central Street, Lowell, Mass.

Wed., 2-5 and 7-8, Sunday 10-12 A. M. Call, Write or Phone 673.

Safe and Sure Relief for Indigestion and Biliousness

is to be found in the World's Family Medicine—Beecham's Pills, which you ought to have on hand ready to use at the first sign of trouble. Indigestion makes you weaker than you ought to be; hinders your sleep; makes it difficult for you to work with any success; spoils the natural pleasures of life. The food you eat does not nourish you, and then serious sickness may follow. For over sixty years, Beecham's Pills have proved the best corrective for indigestion

and Biliousness

Thousands have found prompt relief from the suffering caused by indigestion or biliousness by using this famous and time-tested family remedy. Headaches, lassitude, bad dreams, restless nights, stomach pains, bad breath, low spirits are driven away by Beecham's Pills. When they have cleared the system and purified the blood, there is a renewed feeling of energy and vigor; work is easier, pleasure more assured. You, too, if you will try a few doses, will have a healthy body, an active brain, normal nerves and you will know by your own experience, that lasting benefit results from using

BEECHAM'S PILLS

"The Largest Sale of Any Medicine in the World"

Directions of Special Value to Women are with Every Box

At All Druggists, 10c., 25c.

substitutes from the Training school were granted \$15 per month after they have taught three months."

In those days there were no manual training or industrial schools in Lowell for the benefit of the backward or delinquent pupils.

The Washington Centenary

Twenty-five years ago, April 26, the 100th anniversary of the inauguration of George Washington, as president of the United States was patriotically observed with special services in all of the Catholic churches and in St. Anne's Episcopal church, at the latter place of worship, the late Dr. Chambers giving a patriotic address, while the churches gave a program of patriotic airs during the morning. The crowning event of the observance was a monster banquet held under the auspices of the Catholic union, at which every Catholic society in Lowell was represented by a delegation of members. The old Sun devotes nearly an entire page to its report of the banquet. The affair was held in old Huntington hall, which was elaborately decorated in honor of the occasion. The invited guests were: Postmaster Al. Hargett and Deputy Collector John H. Harrington, representing the federal government, all of the Catholic clergy of the city, Mayor Palmer, the aldermen, councilmen and members of the school committee. At the table of honor were Rev. William D. Joyce, R. M. J. McKeena, spiritual director of the Catholic union; ex-Mayor Donovan, Philip J. Farley, president of the Catholic union, Henry J. O'Dowd, and also M. Harrigan. A chorus of 200 voices under the direction of Prof. D. P. Hagerty and assisted by Owens' orchestra rendered patriotic airs and Henry T. Gilday was accompanist.

At the opening Mr. McKeena delivered prayer. The pre-prandial exercises were opened with the singing of "America" by the chorus, George M. Harrigan then introduced Philip J. Farley as toastmaster and the latter gave an eloquent address which was followed by the singing of "Columbia, Land of the Brave," by Daniel J. Donahue.

Rev. Fr. Joyce then delivered the oration. Very Rev. Fr. McBrath had been selected as the orator, but he was called out of the city and Fr. Joyce made a worthy substitute. "The Star Spangled Banner" was then sung after which ex-Mayor Donovan spoke and the exercises concluded with the singing of Keller's "American Hymn."

The committee in charge of the banquet were: Philip J. Farley, George M. Harrigan, Thomas P. Sullivan, Miss Albertine T. Lane, Miss Marie F. Marren, Miss Louise M. Hickey and Dennis J. Devine. The list of delegates in attendance was as follows:

St. Peter's Temperance society: Jas. F. O'Connor, Peter Mulligan, Francis O'Neill, Michael McManis.

Lowell Irish Benevolent society: John Doherty, John Dunn, Michael Corbett, James Howard.

Grattan Literary institute: John McGlynn, Thomas H. Muldoon, Bartholomew Murray, Bernard O'Neill.

Association des Jeunes Gens: C. Constantineau, Samuel Marchand, Henri Patisle.

L'Union St. Joseph: J. R. Harrington, W. Catise, C. H. Belanger, Joseph H. Beaugron.

Holy Name society, St. Michael's church: Dennis O'Brien, Charles Callahan, John McCluskey, James Callahan.

St. Patrick's Debating society: Daniel J. Manning, William H. Sheehan, John J. Corcoran and John T. Powers.

Christian Doctrine society, St. Patrick's: James F. Smith, James Marren, A. E. Barrett and Frank H. McCarthy.

Christian Doctrine society, Immaculate Conception: W. H. Ward, John Gage, Frank Sheehan.

St. John Baptist: G. D. Jacques, J. W. Parole, Felix Vigeant, W. A. Alexander.

Temperance society, Immaculate Conception: John J. Coyne, James Reynolds, John Feeney, James Highland.

Matthew Temperance institute: Jas. J. Quinn, William E. Broderick, A. A. Conway, M. J. Lynch.

Phillips Literary society: J. F. Rioridan, William Hills, Thomas Ryan, P. J. Lynch.

Burke Temperance institute: James A. Sullivan, John Watson, Frank J. O'Hare, Edward Farrell.

Holy Name society, St. Patrick's: Michael McDermott, John Whitty, Michael Coughlin, Michael Moran.

Corporation St. Andre: Joseph S. Lapierre, L. P. Turcotte, Michael Hamel.

Catholic Temperance union: M. H. Gilroy, John J. Delaney, Martin Clark, John P. Roane.

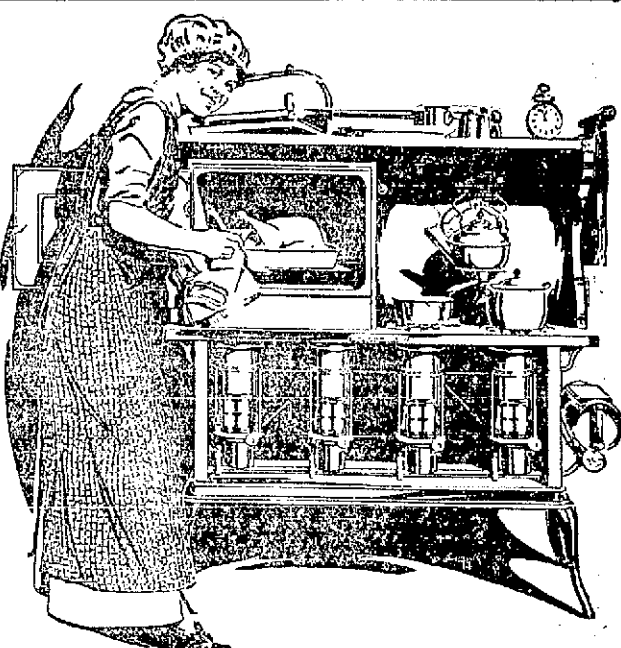
Le Cercle Canadien: Charles Far-

lougher, Daniel Shay, P. J. O'Brien, Thomas E. Roach.

THE OLD TIMER.

NURSE TELLS WHAT TO DO FOR SKIN SORENESS

Gertrude I. Rollings, trained nurse of Brockton, Mass., says: "In all my maternity cases I insist on having Comfort Powder. It is especially good for bed sores, eczema, chafing, scalding, rashes and, in fact, for all skin soreness."



YOUR SUNDAY ROAST

is best done on a

New Perfection Oil Cook-stove

Its steady, even heat preserves the rich, natural flavor of the meat. You can get just the right heat always.

The New Perfection is ready to cook in a minute. No fires to kindle—no ashes, no soot.

Made in different sizes—Nos. 1, 2, 3, 4 and 5. No. 5 has the new fireless cooking oven. Ask to see it at all hardware and department stores.



STANDARD OIL COMPANY of New York

New York Albany Buffalo Boston

Why not Made-to-Your-Order Paint?

Mix your paint to suit surface and weather conditions and tint it so it blends well with the surroundings of your house.

SALEM WHITE LEAD

(Dutch Boy Painter Trade Mark)

and Dutch Boy linseed oil mixed right on the job and tinted the desired colors make perfect paint.

You get not only the colors you want but a sure-result paint—so fine it anchors into the empty sap pores and stays on till it wears out.

Ask your dealer for our Owner's Painting Guide to help you in color selections. It gives besides many paint facts.

NATIONAL LEAD COMPANY

IT IS NOT WHAT YOU PAY BUT WHAT YOU GET FOR WHAT YOU PAY

Look for This



Trade Mark

WHEN BUYING TIRES AND TUBES

It Guarantees MILEAGE, MATERIAL, WORKMANSHIP and SATISFACTION. SPECIAL PRICES for This Season.

PATTERSON RUBBER CO.

MIDDLESEX STREET

LOWELL, MASS.

How to Get a Good Job of Painting or Interior Decorating

There is but one way to get the best job of painting or interior decorating, the best of stock and skilled workmen from the shop with a reputation for good work.

DWYER & CO.

PAINTING CONTRACTORS

170-176 Appleton St.

STATE-WIDE REFERENDUM STABBED BY A WOMAN

RECOMMENDED TO SETTLE BOSTON & MAINE MIXED BY PROGRESSIVE COMMITTEE

BOSTON, May 6.—That the people must be given the right to decide at the next state election what shall be done with the Boston & Maine stock now held by the Boston Holding company is the policy decided upon by the progressive committee of state legislators recently appointed to consider the matter.

The application of the state-wide referendum to the railroad problem is the suggestion that comes from the committee, the members of which are Senator Charles M. Cox and Representative Geo. P. Webster.

TO ENFORCE AUTO LAWS

SECRETARY OF STATE ALBERT T. PHILLIPS OF CONNECTICUT WARNS AUTOMOBILISTS

HARTFORD, Conn., May 6.—Strict enforcement of the automobile laws of the state and a liberal imposition of jail sentences by courts for violations, are urged by Secretary of State Albert T. Phillips, who in a statement calls attention today to the fact that there have been 14 deaths from automobile accidents in the state during the first four months of the year.

In particular, Secretary Phillips warns automobilists against the danger of passing standing trolley cars.

BOSTON STORE MANAGER INJURED IN BATTLE WITH AN ALLEGED SHOPLIFTER

BOSTON, May 6.—A desperate duel of the strongest sort was fought in the P. W. Woolworth company store at 1275 Washington street yesterday afternoon between "Scotty Gerlie," a burly blonde, armed with a large black knife, and R. H. Higgins, manager of the store, with only his bare hands as weapons.

The manager had sought to apprehend the woman, whose head name is Gerlie McPherson, but who is better known to the police by her nom de guerre, for shoplifting. In an instant she grabbed the knife from a counter and attacked him.

Saleswomen and customers shrieked, and some faintly as "Scotty Gerlie" lunged viciously at the manager's chest and body, while he ducked and dodged in an effort to escape with her and wrest the knife from her grasp.

Manager Higgins was finally victorious in the novel fight, but not till his fair adversary had cut him twice, once in the right hand, and again in the left shoulder. With blood streaming from his wounds he had just pinned the infuriated woman's arms, when Sergeant William J. Irwin of the East Boston street station who had been hastily summoned by frightened clerks, entered and arrested her.

GIRL PREVENTS FIRE

BOSTON, May 6.—Miss Teresa Maguire, 25 Alston street, Charles town, yesterday at P. L. Roberts, a customs broker at 155 State street, discovered a fire in an unoccupied office in that building last night, and by promptly notifying the fire department prevented a serious fire.

MINOR PERMITS GRANTED

LICENSE COMMISSION TRANSACTED ONLY ROUTINE BUSINESS LAST NIGHT

The license commission met last evening and granted the following permits:

Permission to sell ice cream, confectionery and soda water on the Lord's day: May L. Caver, 73 Branch street; Loring R. Kew, 259 Branch street; Mary Sullivan, 149 Fayette street; John Mantle, 441 Market street; Ada Riley, 133 Kilmann street; James Kerniss, 373 Market street; Catherine Charles, 734 Rogers street; Sophie Laroche, 256 High street; L. M. Dayon, 657 Broadway; Christos Ziozokos, 482 Market street; John V. Tsafasias, 320 Merrimack street; I. N. Frost, 535 Suffolk street; Mabel Abels, 113 Salem street; Helen Beatty, 177 Church street; Flora Cloutier, 705 Lakeview avenue; Sabina Lagna, 91 Main street; Lydia Gaudier, 157 Perkins street; Mary Boudier, 200 Hall street; Elizabeth Doolley, 7 North street; Peter Langley, 115 Lakeview avenue; Lucy Lagny, 210 Allen avenue; Mary L. Fields, 31 Hale street; Adair Turcotte, 315 West Sixth street; Annie E. Hendricks, 122 South street; Catherine Bailey, 485 Chelmsford street; Bridget Carroll, 121 Gorham street; Edward Strauss, 514 Chelmsford street; Joseph A. Brown, 18 Allen avenue; Mateusz Sornowski, 21 Lakeview avenue; Annie Dealey, 42 Cornhill street; Eva Laplante, 412 Cumberland street.

Common viewings: Philip McNeely, Stoughton and East Merrimack streets; Alexander Contaginis, 349 Middlesex street; Nellie A. Dixon, 290 Bridge street.

Intelligence office: Sarah L. Anderson, 1015 Gorham street; John M. Handley, 121 Central street.

Second hand stores: Jacob Fox, 588 Middlesex street; The Zella, 231 Dutton street; Arthur S. Edwards, 431 Dutton street.

Junk collectors: Hyman Levin, 134 Howard street; Thomas F. Reynolds, 17 Cedar court; Henry Wilson, 151 Howard street; Samuel Black, 18 Daly street; William Evans, 80 Plain street; Barney Jacobson, 125 Railroad street; William Miller, 105 Church street.

Drivers' permits: J. J. Gallagher & Co., 401 Broadway; P. E. Cox & Co., 243 Broadway; T. P. Donohoe & Co., Central street; J. P. Connor & Co., 20 Tilden street; Patrick Keller & Co., 15 Davidson street; P. H. Donohoe & Co., 40 Church street; James Colvin, 101 Lakeview avenue; Gervais & Co., 26 Tremont street; E. A. McGuire, 73 Market street; D. E. McGuire, 127 Central street; W. W. Murphy & Co., 286 Merrimack street; P. Dempsey & Co., 330 Market street.

Other houses: To take and sell pictures, Grover C. Keniston, 379 Merrimack street; Barker and Pedder, Richard Grant, 50 Cornhill street; Ernest Keith Kimball, 8 Washington street; Billiards and pool, Peter Christopoulos, 429 Market street.

SAVED LIVES OF AMERICANS

WASHINGTON, May 6.—The United States government today forwarded six gold watches and chains to the legation at Peking for distribution among Chinese officers and civilians in recognition of services in saving the lives of American citizens in China.

LAUNDRESS ASKS \$15,000

BECAUSE YOUNG SON OF HER EMPLOYER DROPPED BAG OF WATER ON HER

BOSTON, May 6.—David Sears of 265 Commonwealth avenue, son of Mr. and Mrs. Philip S. Sears, is being sued for \$15,000 by Miss Anna S. Claburn, a young woman formerly employed as a laundress at the Sears home, who claims that young Sears threw a pail full of water upon her from an upper window of the Sears house.

Pelled and Drenched
In the bill filed yesterday with the clerk of the superior court, Miss Claburn alleges that David Sears, who is a boy, assaulted her while she was engaged in her regular occupation on March 3, 1912. She was in the rear yard, she says, when young Sears threw the pail of water down upon her. She says she was knocked down and drenched with the water when the bag broke.

The bag of water, it is charged, was "thrown or hurled down upon her with great force and violence and from a great height." Since the alleged assault, Miss Claburn claims she has been unable to work and will be unable to do so for some time to come, besides being permanently injured, she says.

John H. Ellis of the Tremont building, is attorney for Miss Claburn. Some interesting testimony is expected when the case comes to trial. The defendant's family is one of the best known in the Back Bay. Philip S. Sears is a prominent club man, a Harvard graduate and a noted tennis player.

SHOE MANUFACTURERS

Continued

of machines for use in the manufacture of shoes, not merely a vast system, but a vast, a McKay, a standard screw, a pegged and any other standard system of making shoes. Include not merely hands and cutting knives in the cutting room, but also stitching presses, a few benches on which shoes may be made by hand; connect this machinery with motors; get the power for the motors from the local power

ACID STOMACHS ARE DANGEROUS

Common Sense Advice by a Distinguished Specialist

"Acid" stomachs are dangerous because acid irritates and inflames the delicate lining of the stomach, thus hindering and preventing the proper action of the stomach, and leading to a variety of diseases. The cause of stomach trouble from which people suffer. Ordinary medicines and medical treatments are useless in such cases, for they leave the source of the trouble, the acid in the stomach, as dangerous as ever. The acid must be neutralized, and its formation prevented, and the best thing for this purpose is a teaspoonful of bisulphate of magnesia, a simple antacid, taken in a little warm or cold water after eating, which not only neutralizes the acid, but also prevents the formation of from which acidity is developed. Foods which ordinarily cause greatest distress may be eaten with impunity if the meal is followed with a little bisulphate of magnesia, which can be obtained from any druggist, and should always be kept handy.

plant beside the school buildings; supply the factory with all common sorts of leather, both sole and upper, an abundance of lasts and patterns and other materials for shoes, start the machinery in motion, and employ a group of students to run the machinery and to make the shoes.

In another of the school buildings imagine class rooms, like the class rooms of familiar school buildings, also a library and study and recreation rooms. Provide the class rooms with the best textbooks of the shoe industry that are to be had, gather into the library as many books relating to the shoe industry and to general industrial subjects, both technical and historical, adorn the walls with diagrams of machines and shoes, and with pictures of men who have made great inventions, or who have developed famous enterprises in the shoe industry.

Put these buildings in charge, not of practical shoemakers, but of men of technical training, and of sound experience in the shoe industry. Select these men from among graduates of the Massachusetts Institute of Technology or institutions of similar character, men who have served with some concern noted for able methods and who are members of the American Society of Mechanical Engineers, or similar organizations.

So, by imagining the school building, the equipment and the administration and instruction staff, one will get some idea of what a shoe trade school in Lynn, similar to the Textile school in Lowell, would be like.

Entrance Requirements

As for the students at this school they would come from far and near. Perhaps they would number hundreds for there is among young men a great desire for technical knowledge of the shoe manufacturing industry. It would be necessary to sort out these young men, so that the most worthy and most promising might be first chosen to enjoy the advantages of the school.

It is likely that all candidates for admission to the school would have to pass an examination, just as do candidates for admission to technical schools and colleges. If the entrance requirements of this imaginary Lynn school were like the requirements of the Lowell school, candidates for admission would have to pass examinations in English, American history and plane geometry, algebra. If the candidates for admission to the Lowell school wish to take a four years' course, they may be required to pass examinations in solid geometry, trigonometry, and German or French, in addition to the first named subjects.

Plainly, only capable and well trained boys would be admitted to the school. It takes a pretty substantial boy, with good sound head, to struggle through an examination in geometry, in say nothing of German. There would be, by the way, opportunity for young women to enter this school.

The course of instruction in this imaginary shoe trade school in Lynn would be two, three or four years. The length would depend upon the amount of knowledge the student wished to absorb. All the regular lessons would be in the day time, of course. In the evening there would be special lessons for young men who worked in the factories by day.

Courses of Instruction

The young men who would be graduated from this school would not be shoemakers, as shoemakers are known

today. They would be a new type of shoemakers, with a knowledge of the technology of shoemaking greater than is possessed by any person of today with the exception of a few men who have built up the noted enterprises of the trade.

The most thoroughly trained of these graduates can would know how to make a pair of shoes by hand or by machine, how to make lasts, patterns, links, stains and blackings, how to set up machines, how to measure the speed of machines, how to arrange machinery in a factory, how to plan a factory, how to develop a factory system, how to test leather, how to buy leather, how to sort leather, how to keep books, how to employ shoemakers, and a few other things which have a part in the shoe manufacturing industry.

To know how to do all these things looks a vast amount for one man to know. But a corresponding knowledge is expected of graduates from the Lowell school. No young man is allowed to graduate from that school without first showing that he has a complete knowledge of his trade. To prove it he must go to Boston, buy in the market enough wool for a suit of clothes and ship it to the Lowell school, where he washes it, scours it, spins it into yarn, weaves the yarn into cloth, dyes and finishes the cloth and then has it made into a suit of clothes.

The graduates of the Lowell school do not go into mills as workmen, but as superintendents, or engineers, or chemists or designers. A few take special positions, like those of cost accountants or investigators for the government. A few others become salesmen.

These graduates do not crowd out experienced men, but fill new positions. For instance, one graduate took charge of a women mill that was slowly running down, was losing money and was paying very poor wages. He brought its mechanical equipment up to standard, got out a new line of goods,

stirred new enthusiasm among the mill workers, and turned the mill from a losing to a paying proposition. He increased the wage of the mill workers, too.

Trains Leaders

The Lowell textile school was established about a dozen years ago. Time has proved it a valuable institution. It was established by the state and by textile manufacturers jointly. Some textile men have given to it liberally of both their time and money. It was primarily established for the purpose of training young men in the technology of the industry. A secondary consideration was the building up of the textile industries of Massachusetts through the leadership of the trained graduates of the school, so that these Massachusetts industries would hold their own against the new competition of the southern mills and the old competition of European mills. There are similar reasons for establishing a shoe trade school.

To train young men to be leaders is a national policy. West Pointers are trained to lead in the army. One of them built the Panama canal. The textile and the electrical and a few other industries have recognized the principle of training young men to be leaders. But the shoe trade, though it is the chief industry of the commonwealth, and is reputed the industry employing the wisest men, has yet to secure to itself the advantage of a technical school for the training of leaders.

WILLIAMS' KIDNEY PILLS

Have you overworked your nervous system and caused trouble with your kidneys and bladder? Have you pale cheeks, back and bladder? Have you a flabby appearance of the face, and under the eyes? If so, Williams' Kidney Pills will cure you. For sale by all druggists. Price 50c.

WILLIAMS' KIDNEY PILLS
For sale by Cuth & Burckshaw

See the Demonstration OF MOP WRINGERS

There is no greater abuse to the hands than putting them in dirty hot water to wring a mop and so force the dirt and filth into the pores. This treatment makes ROUGH, GRIMY and RED HANDS and constant wringing of the mop causes misshapen joints.

Mrs. Smith, our demonstrator, will show you how to use our mop wringers and save your hands.

Reliance Mop Wringers \$1.25, \$1.50
Vance Mop Wringers.....\$1.75

Free City Motor Delivery
C. B. COBURN CO.
63 MARKET STREET

Ten quart galvanized pails, of light, heavy and extra heavy galvanized iron, have ball handles and riveted steel caps.
14c, 19c, 26c

STORE
CLOSED

ALTERATION SALE

WILL START THURSDAY MORNING AT 9 O'CLOCK

STORE
CLOSED

Our store was closed yesterday and remains closed, and on Thursday, May 7th, at 9 o'clock a. m., we are going to open our store, with the biggest bargains in clothing that Lowell people have yet seen or heard of. Stop and consider that it is in the very middle of the season, when all other stores have their goods at regular percentage profits, and we find ourselves obliged to mark down our entire stock of Men's and Young Men's Suits, Children's Clothing and Hats. Our stock is overcrowding the store and we must have room for the carpenters who will get to work on the 18th of May, to make alterations that will enable us to put in a line of furnishings. They must have room to make and install shelves and sundry other work, and we must sacrifice part of our big stock to give them room to work. So there's your opportunity. We have explained, you must take advantage of our unlucky situation. Remember, this money saving sale of clothing will last only ten days.

IN OUR MEN'S SUIT DEPARTMENT

Men's \$8.00 and \$10.00 Suits in the newest patterns and models. All sizes, while they last. **\$4.65**

Men's Suits worth \$12.00 and \$15.00, all sizes. Handsome patterns in the newest cuts and models. Patch or plain pockets, English short and snug fitting coats or plain coats, 2 or 3 button sacks. Fencil stripes, pepper and salt mixtures, grays, blues, blacks; all hand-tailored. **\$7.35**

Men's \$10.00 and \$18.00 Suit values—Every garment hand-tailored in the very newest designs of cloths including imported suitings, made up in the newest models, English or plain, conservative. Colors include blue, black, oyster, gray, fancy mixtures and fancy stripings; all sizes from 32 to 48. While they last. Sale price. **\$9.35**

Nothing but all wool cloths, cassimeres and worsteds.

\$20.00 Suits, strictly hand-tailored in the newest models. Handsome 2 or 3 button-sack coats, single or double-breasted, patch or plain pockets. Colors: Blue, black, gray brown and others. Cloths in cassimeres and serges; every suit guaranteed all wool or your money back. **\$12.45**

Sizes run from 32 to 50 stant. While they last. Sale price **\$12.45**

\$22.00 Suits. No matter how critical you may be, there is a suit in this lot you will like, all styles are included, and patterns such as fancy stripings, single or double-breasted sack coats, blue serges, unfinished worsteds, cassimeres or Scotch tweed; strictly hand-tailored; sizes from 32 to 50 stant. Sale price **\$13.85**

\$25.00 Suits. Very rich patterns in Scotch woolsens and pure worsteds. Strictly hand-tailored in the newest models, patterns such as pencil stripes, fine fancy mixtures, blues, grays and browns. Every garment guaranteed above value. Sale price. **\$16.85**

All Winter Weight Suits and Overcoats are marked down with a saving from \$6.00 to \$10.00. In this sale you will find yourself saving on your Spring Suit or Top Coat from \$5.00 to \$10.00. Take advantage of a miracle, as seldom clothing merchants have mark-downs on their stock at this time of the season.

IN OUR MEN'S TOP COAT DEPT.

\$15.00 Top Coats, silk lined to the edge, all sizes, in black and oyster gray colors. Sale price. **\$7.95**

\$18.00 and \$20.00 Top Coats, silk lined, all sizes, strictly hand-tailored, in black or oyster gray colors. Sale price. **\$12.85**

BG VALUES IN BALMACAAN COATS

Beautiful Scotch mixtures, a ravishing stock, all wool, guaranteed water-proof. Note these prices:

\$10.00 BALMACAANS AT. **\$7.45**
\$15.00 BALMACAANS AT. **\$8.65**
\$20.00 BALMACAANS AT. **\$11.65**

PANT DEPARTMENT

We have a full line of pants which just arrived at prices that will surprise you.

\$1.50 Pants. Sale price. **79c**
\$3.50 Pants. Sale price. **\$1.79**
\$1.50 and \$5.00 Pants. Sale price. **\$2.98**
\$2.50 Pants. Sale price. **\$1.19**
\$4.00 Pants. Sale price. **\$2.39**
\$5.50 and \$6.00 Pants. Sale price. **\$3.45**

You will find sizes from 32 waist to 52 waist in this assortment.

MOTHERS

Boys' 25c and 50c Knee Pants. **11c**
Boys' 75c and \$1.00 Knee Pants. All cut. Full per shape. Sale price. **37c**

CHILDREN'S DEPARTMENT

A big line of Boys' Suits to be sold regardless of cost. Sizes run from 8 to 17.

Boys' \$2.50 Suits. Sale price. **\$1.79**
Boys' \$4.00 Suits. Sale price. **\$2.49**
Boys' \$5.00 Suits. Sale price. **\$3.98**
Boys' \$5.50 Suits. Sale price. **\$1.98**
Boys' \$4.50 Suits. Sale price. **\$2.98**
Boys' \$6.00 and \$6.50 Suits. Sale price. **\$4.98**

Our line of Juvenile Clothing is very strong. You will find here the best at lowest price. The sizes run 2½ years old to 9 years old. The prices are:

\$2.50 Suits. Sale price. **\$1.79**
\$4.00 Suits. Sale price. **\$2.49**
\$3.00 Suits. Sale price. **\$1.98**
\$5.00 Suits. Sale price. **\$3.98**
Velvets and Blue Serges and also a few Blouse Waist Suits. The \$6.00 kind. Sale price. **\$4.98**

HAT DEPARTMENT

We are showing a full line of NEW SPRING HATS. Every style is this spring's newest and latest.

Men's \$1.50 and \$2.00 Stiff Hats. Sale price. **\$1.19**
Men's \$2.50 and \$3.00 Stiff Hats. Sale price. **\$1.79**
Men's \$3.00 Balmacaan Hats. Special for this sale. **\$1.79**
Men's Soft Hats, in all colors; these are Hats that generally sell at \$1.50 and \$2.00. They come in blue, green, brown, light color and black. Sale price. **\$1.19**
Men's Soft Hats. The \$2.50 and \$3.00 kind. Sale price **\$1.79**
The colors are seal, blue, green, tan, pearl, brown, mauve, myrtle and rock.

We are showing Straw Hats in advance to give you the advantage of getting one at reduced price during the big sale.

\$1.50 Straw Hats. Sale price. **79c**
\$2.00 Straw Hats. Sale price. **\$1.19**
\$2.50 Straw Hats. Sale price. **\$1.79**

RAINCOAT DEPARTMENT

Men's Balmacaan Rain-proof Coats, worth \$15.00. Sale price. **\$8.65**

Men's Balmacaan \$20.00 Coats. Sale price. **\$11.65**

Remember that this coat is all the go and will be good also next year.

REMEMBER THIS SALE IS FOR TEN DAYS ONLY

This stock contains nothing but the newest goods just arrived this season for the Spring trade. Every garment is clearly marked. Step in and look it over. Plenty of salesmen at your service.

Sale Begins Thursday, May 7, at 9 A. M.

LOOK FOR THE
RED SIGNS
OPPOSITE
KIRK STREET

J. FREEMAN & CO.

The Popular Clothiers

214 MERRIMACK STREET

LOOK FOR THE
RED SIGNS
OPPOSITE
KIRK STREET

ON WOMAN SUFFRAGE SEC. GREY WILL KEEP OUT

DEBATE IN HOUSE OF LORDS—
LIMITED FRANCHISE BILL AT-
TACKED AND DEFENDED

LONDON, May 6.—Woman's suffrage was the subject of a long discussion in the house of lords yesterday, when the Earl of Selborne moved a second reading of a bill giving the parliamentary franchise to those women already possessing votes at local government elections.

He said it was estimated roughly that 1,000,000 women in the British Isles would benefit by the passage of the bill. He asserted that the vast majority of women were opposed to militancy.

He expressed his belief that the idea that men and women voters would divide on sex lines was a delusion and gave it as his opinion that the demand for votes made by women who paid taxes was founded on justice.

Earl Curzon of Kedleston moved the rejection of the bill, not merely, he said, because it would introduce a great social revolution, but because it would be injurious to the interests of women.

Such a measure, he argued, would have an unfortunate and mischievous effect upon the relations of the sexes and would weaken the prestige and influence of Great Britain throughout the world. He declared that of the 125,000 women voters on the registers in London, only 29 per cent had voted at the last local municipal elections, while in the country only 25 per cent of the women entitled to vote had cast their ballots.

He asserted that an inevitable corollary of giving the vote to women was the grant to them of the right to sit in parliament. Militancy, he argued, was not confined to a small, ill-balanced minority, but was the work of a great organization. He concluded with the statement that the majority of women did not want the vote and lacked the quality and the temperament to exercise political power.

Baron Newton argued that militancy was woman's blind revenge upon society for the manner in which she had been treated by the liberal party. Viscount Haldane said the country was approaching the time when it would have to deal with class problems in which the cooperation of women had become vital. The questions of the birth and death rates were part of these problems. Much of the worst of attention to social problems had been brought about, he concluded, because women had no direct means of exercising political power.

The debate was adjourned.

If you want help at home or in your business, try The Sun "Want" column.

REFUSES TO ASK U. S. GOVERN-
MENT TO ABANDON ITS POSITION
AGAINST HUERTA IN MEXICO

LONDON, May 6.—Foreign Secretary Grey was invited by Sir John David Rees, unionist, in the house of commons yesterday afternoon to ask the American government "to abandon its position that the removal of General Huerta is of greater moment than the restoration of peace and the protection of life and industry in Mexico."

The foreign secretary declined, declaring that in view of the fact that mediation had been undertaken by Argentina, Brazil and Chile, it could serve no useful purpose for the British government to make separate proposals on its own account to either Washington or Mexico City.

The federal government of Tampico, the secretary continued, had given assurances that the employees of the companies operating oil wells in that district might return, while Huerta had promised to issue orders permitting all nationalities to return and resume work, saying at the same time that he would do his best to prevent fighting in the oil district.

**Before Baby Comes
and After—**
Mothers find a wonderful
comfort of strength in this
wholesome body and nerve
builder.



Send for
Descriptive Booklet
KING'S PURE MALT
DEPARTMENT
36-38 Hawley St. Boston

AUTOMOBILE NEWS

AUTO SURVEY IN LOWELL

Retrospective Shows Wonderful
Advancement of Industry—
Some of the Prominent Dealers

To find out definitely and exhaustively how great an influence the automobile has been in Lowell would entail much labor for the automobile has made its impression; but we can briefly look back and sum up things in a general way. In our retrospection we should go back to the time when the automobile wasn't up to the present day.

Most of us can remember, and it is not long ago, when some sort of a device that went a little way and stopped with a wheezing, gasping cough was at large on our city streets. The manufacturer considered it an automobile, at least he called it that when he showed it to the customer, who had to be a brave man to stand the jokes and guffaws of the facetious yet interested bystanders who offered plenty of verbal aid when his "automobile" stopped short as if in a faint. They didn't need the raucous blast of a horn then to warn the people of the rushing approach of the smoke-breathing monster. Since the improvement of the auto, contrary to the confident predictions of ever present, ever prophesying skeptics, the need of a horn became redundant.

First Auto Garage
Back in those days when the pronunciation of the word "garage" was

disputed, there existed one man in Lowell who had a little foresight and a large amount of nerve. He started a garage up in Appleton street. That is not a great many years ago either. Such was the state of automobile affairs a few years ago.

What does a glance over Lowell show today? Lowell can boast of 18 or more modern, up-to-date garages, where car owners can go with a conviction that they will receive service second to none in this country. There are at least 20 automobile agents who have all done very well in this line of business. The 12,000 auto owners will substantiate this statement. The flame of the popularity of automobiles is not a mild spark, glowing only for the moment and then to die. Indications show that this flame is growing brighter, fanned by the enthusiasm of those who are already pleased car owners and by the demands of prospective buyers. Since automobiles are so demanded why should we not have an automobile that is "Lowell made"? Surely there is something in that trade mark and when the time comes when we have a Lowell made car the manufacturer may be sure that he will receive the hearty support of all those loyal citizens who are ever willing and ready to boost Lowell and Lowell made goods.

Some of Our Auto Men
It seemed fitting to the writer to say something in a retrospective way about some of the dealers and auto men individually since some space has been given above to a general survey of the automobile industry in Lowell. This will appear below:

Anderson's Tire Shop
One of Lowell's most up-to-date repair shops and supply houses is Anderson's Tire Shop, 135 Paige street, where is followed the motto: "A satisfied customer is our ambition; once a customer always a friend." Mr. Anderson has a machine for the repair of tires, the realization of this ambition is who is having any kind of trouble with his machine to drop in and chat with him, and discuss the difficulty. He will diagnose the case and prescribe the remedy and give you any amount of invaluable advice free of charge. Anderson was one of the first to install free air. Mr. Anderson has a method which he himself has invented, of repairing and vulcanizing and he says that by this method he can prolong the life of a tire that otherwise would be considered ready for the discard. Anderson's Tire Shop always has an up-to-the-minute supply of goods as their trucks go to Boston for them four times a week. Mr. Anderson will be pleased to make your adjustments for you.

Lowell Motor Mart
The Lowell Motor Mart, cor. Merrimack and Tilden streets, is a striking example of the progress the automobile has made in Lowell. S. L. Rochette, the capable manager of the Lowell Motor Mart, carries the Ford car which is especially popular with those living in the towns. The demands for this car, combined with the salesmanship of Mr. Rochette, are greater than the output of the factory. From this one may get an idea of the vast amount of business transacted at the Lowell Motor Mart, the ad. of which appears on another page of this issue. The Lowell Motor Mart also carries an extensive line of supplies.

Stanley Garage
Up at 610 Middlesex street we have the Stanley garage, the proprietor of which is Tom Williston who is one of the most popular and well-liked garage men of this city. Mr. Williston carries two cars over the merits of which he is very enthusiastic. He says that one of the reasons why the Stanley car is having such great sales is the absence of nauseating odors of gasoline, the maddening exhaust pipe and the cranking. He also reports that the Metz car, the winner of the Golden tour, is no slouch, but is still in the race and considering the sales of the Stanley and the Metz the two cars are nip and tuck. The winner can be decided only at the end of the season. But in the meantime Tom will be busy keeping up his stock of supplies against the hordes of automobile owners who demand the goods he carries.

Lowell Auto Supply
Joe McGarry entered into the automobile business last June when there

was a well filled field around him, but this fact, which might have deterred one less courageous did not make Joe hesitate for the owner of the Boston Auto Supply house was not to be stopped by such an apparent deterrent. Joe was out for success, worked hard for it and has now earned it. The Boston Auto Supply Co. is here to stay and its young manager is endeavoring to improve it day by day and thereby please his many customers. Joe is ever on the alert to get the latest improvements in his line of business. So up-to-date and earnest is Joe that it does not take one who is an authority in prophesying to predict a bright future for this good natured owner of the Boston Auto Supply Co.

Sackley Motor Car
One of the latest garages to come into existence is the Sackley Motor Car Co., 453 Merrimack street. Mr. Sackley who has been a photographer for the past ten years seeing an opportunity to start a garage, did so and during January of this year he opened up the Sackley Motor Car Co., which now carries four very popular cars—King, Regal, Haynes and the attractive little Mercury Cyclecar.

Mr. Sackley is very busy giving demonstrations and it scarcely need be said that with him a demonstration is the preface to a sale. When the Sun auto man called on Mr. Sackley he did not have much chance to converse very long as that popular auto dealer had to hurry to give two demonstrations to prospective buyers who were anxious to get the cars.

M. S. Feindel Buys
Is 13 an unlucky number? M. S. Feindel, who is located at Davis square, doesn't think so, for during the past week he made the following deliveries, 13 in number: E. E. Palamon, Chevrolet, 6 cylinder; Harry Keep, Chevrolet roadster; F. M. Bill, Chevrolet roadster; Mr. Ernest Chippendale, Overland touring; Cameron Broz, Overland touring; Mrs. B. Goodard, Overland touring; Geo. A. Moore, Jr., Overland roadster; A. A. Welcome, Overland touring; J. J. Henry, Overland touring; J. H. Preston, Overland touring; F. B. Bryant, Chevrolet touring; Dr. Donovan, Chevrolet roadster; E. E. Palamon, Chevrolet roadster. Just as we go to press we find that Mr. Feindel delivered another car, this time it was a five passenger Overland touring car to Hugh McDonald, Littleton, Mass. So we repeat the question: Is 13 an unlucky number?

Sawyer Carriage Co.
The Sawyer Carriage Co., whose advertisement appears on another page of this issue, added an automobile repair station to its original plant and



A LEADER OF TIRES
Guaranteed 6000 MILES

Just try some of these tires and be convinced that this is the tire for you. Adjustments made by Anderson's Tire Shop. Also agent for Goodyear tires, the most popular tire on the market at present day. Klaxon horns, Prestolite tanks, plug cells, Weed chains, electric light bulbs, all sizes in fact, all up-to-date auto necessities carried in stock.

ANDERSON'S TIRE SHOP
135 PAIGE STREET
The best free air system in Lowell.

This addition surpassed the most sanguine hopes of the company. So great was their automobile repair business that Mr. Chandler, the amiable manager of the Sawyer Carriage Co., deemed it necessary to enlarge his working staff; accordingly he recently increased his force of painters to one dozen. Not long ago Mr. Chandler secured the services of Messrs. Gayette and Taylor, both men of wide experience and possessed of an unlimited knowledge of automobile repairing and overhauling. Together with the work of the Sawyer Carriage Co., goes the knowledge that the job is well done and that the workmanship is of the best.

Geo. H. Bachelder
Among Lowell's motor cycle dealers there is no name which is better known than that of Geo. H. Bachelder, Post Office square, whose ad. appears on the auto page section. Mr. Bachelder has been in this business longer than any other Lowell dealer. He started in way back in 1893, selling bicycles. His office, repair station and stock room was a barn. Soon he graduated from this place and after locating in various places with various success he is now firmly established at Post Office square at which place he has been for the past 10 years. The name of Bachelder is the connecting link between the bicycle craze around 1902 and the removal of bicycles after the slump of 1907. Mr. Bachelder is an exemplification of the "survival of the fittest." Eleven years ago Mr. Bachelder began to sell

Continued to Page 11

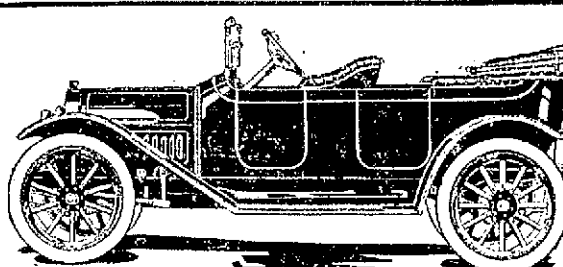
TELEPHONE 1209
UNION SHEET METAL CO.
LARGE & McLEAN

Expert Mechanics

CORNICE, SKYLIGHT, METAL ROOFING
VENTILATION AND BLOWER PIPE WORK
Furnace, Especially School Work, All kinds of Sheet Metal Work and Jobbing

LEAD BURNING METAL CEILINGS
Automobile Metal Work a Specialty

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.



SACKLEY MOTOR CO.

Tel. 2167-R 483 Merrimack Street.
KING, HAYNES, REGAL AND MERCURY CARS

With the following specifications:
55 h. p. motor, 114 in. wheel base, top, wind shield, speedometer, Gray & Davis electric lighter, 33x4 in. tires, in fact fully equipped, either roadster or touring. A good family car at the price of

\$950 or \$1075

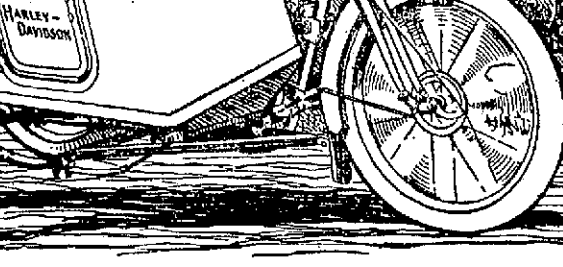
With Gray & Davis electric starter, F. O. B. factory.

M. S. Feindel

557 GORHAM ST.
Phone 2188

Harley-Davidson

1914 Model



You can buy this outfit for \$150 down and \$5.00 weekly. If you want a demonstration phone, call or write

JOS. PARMENTIER

Agent for the Harley-Davidson Motor Cycle, the road champion. Harley and Yale parts on hand.

TELEPHONE 1988-W 441 MOODY ST.



STOP

Were you one of the many who were stopped for not sounding your horn Saturday. You know the old saying: "Don't lock the stable after the horse has been stolen."

The real horn to buy is the Klaxon from \$10 to \$35. We have a complete stock.

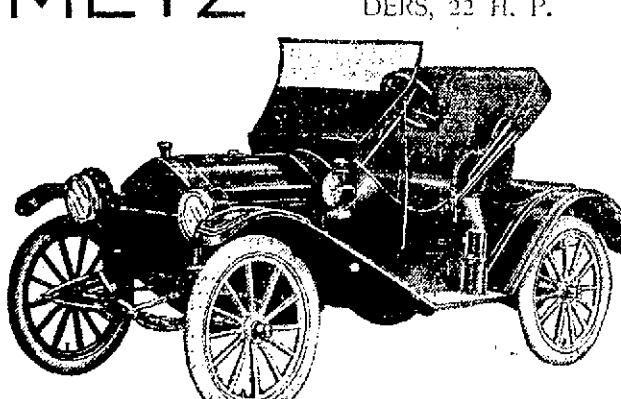
GASOLINE

PITTS

HURD ST.
TELEPHONE 52W, 52R

STANLEY THE PERFECT CAR

METZ ROADSTER, FOUR CYLINDERS, 22 H. P.



\$475—The Economy Car—\$475

Tires at Reasonable Prices. Supplies of All Kinds at

STANLEY GARAGE

Telephone 2915-W 610 Middlesex Street.
THOMAS L. WILLISTON, Prop.

Chevrolet Roadster

A STYLISH, SNAPPY CAR

Have it demonstrated to you on a hill.

Everybody is—is what? surprised.

PRICE \$750

F. O. B. Factory

M. S. FEINDEL

Gorham Street. Phone 2188

Willy's Utility TRUCKS

1 TO 3 TON CARRYING CAPACITY

Equipped with 36x1½ inch tires; pneumatic or solid; a product of the Willy's Overland Co. Price

\$1500.00

F. O. B. FACTORY

Call for demonstration.

M. S. FEINDEL

Gorham St. Phone 2188

KEEP AWAY FROM

The Boston Auto Supply Co.

If you are NOT looking for A No. 1 goods at lowest prices. If you ARE then for Vulcanizing, Tires, Oils, Auto Lamps and accessories of all kinds, call on

JOE. McGARRY, Mgr.

Tel. 3605 Open Evenings 96 Bridge St.

AUTOMOBILE NEWS

Continued

motor cycles and has carried the Indian machine continuously since that time, for he found out what the people wanted. This friendly salesman deserves a small amount of credit for the enormous way in which he continued in business when the market fell five or six years ago, driving out of business the less courageous dealers.

Mark McCann

Mark McCann is one of Lowell's younger dealers in the motor cycle line but from this statement one could judge the size of his trade. The popularity of this Gorham street salesman combined with the reliable makes of the machines he carries is the direct cause of the sweeping business which he is doing. He carries two well known brands, the Excelsior and the Thor; the latter is the first machine ever made. Recently the local police who tried out two motor cycles placed the mark of their approval on the Excelsior by ordering another of that make from Mr. McCann.

Joe Parmentier

The other prominent motor cycle dealer is Joe Parmentier up on Moody street and he also belongs in the younger set of dealers who have carried good Joe carries the Harley-Davidson motor cycle which is the road champion. Joe is always busy; on fine days he is out giving demonstrations and when the weather is such that it renders demonstrations impossible, Joe is busily engaged repairing and he certainly has enough to occupy his time and to keep his hands full. Joe has a side car which is warming the hearts of enthusiastic cyclists and is making frequent and rapid sales of the same. It is sold on very reasonable terms.

Lowell Buick Co.

The Lowell Buick Co. in Appleton street grew out of the first garage in Lowell. It is now one of the largest

and best equipped in the city and their beautiful and well adorned salesrooms are second to none in this part of the country. It was in 1909 that the enlargement took place and each year they become more crowded for room; this shows their continual increase of business. The Lowell Buick Co. first began to sell the popular Buick car in 1905 and they have had the agency ever since that time and have disposed of numerous machines of the Buick make. The Lowell Buick Co. does not confine its activities to the city and neighborhood alone, but even to the boundaries of this state. They make many sales to buyers living in other states and they do not consider a new England town for a territory for their salesmen who have made automobile owners out of people reading in the other New England states.

Pitts Auto Supply

Practically the first man to start an auto supply shop in this city was Harry Pitts. For four years or more he has been giving faithful service to auto owners and each year his efforts have been crowned with success; each year better than the former showing a doubled business with the exception of last year, when his business was troubled. Usually Harry had to take on a new man each June, but this year it was imperative to secure another as early as April. Some credit of Pitts' success must be attributed to Jimmie Holland, who joined the staff three years ago. As an example of Pitts' salesmanship we have but to note the mighty sales he has made on Patterson street. So great were they that they nearly knocked over the front of the building. Each year sees new improvements at Pitts. Harry is on the jump with the Klaxon horns for which he is having big sales. Pitts believes it pays to advertise when he looks over his business at the end of each year.

The Klaxon Horn

It looks as if the Klaxon horn is going to be the hissing judge from the frequent demands of auto owners who have heard its voice and have responded to its call. This popular de-

AUTOMOBILE GOGGLES CAMERAS and SUPPLIES OPTICAL GOODS EYES EXAMINED

J. A. McEVOY

Telephone 232 Merrimack Street, Lowell, Mass.

view comes in four styles, the "Hond Klaxon" which is worked by hand having no wiring, or battery connection; the Klaxon, Klaxonel and the Klaxon are motor driven horns. The Klaxon is the father horn of the other three. These last three named are operated by a motor which drives a rubber gear, which sets the diaphragm in vibration, thus producing that loud warning sound for which the Klaxon is noted.

AUTO ON THE ICE

Actor Converts His Car Into Combined Aero-plane Iceboat

Automobiles have been put to many unusual uses in everyday business life and in "the pursuit of happiness," but it has remained for Richard C. Travers, a well-known moving picture actor, to provide the unique motor car pleasure vehicle. Mr. Travers created a great deal of excitement during the recent road spell in Chicago, with his overland car, which he had re-designed and reconstructed until it was a sort of combined airplane-iceboat.

Travers lived many years within the Arctic circle. Mr. Travers naturally turned to cold weather sports while in the western metropolis. The long stretches of ice on Lake Michigan attracted him and after much study of the motor car and ice-chained contrivances for cross-country travel, he decided what he considered the "overland" style. The wheels had been removed from the car and their place taken by a pair of specially constructed skis. A special train of wheels supported the drive shaft to an airplane propeller mounted above the rear seat. When the engine was started this propeller was turned at great speed and the reconstructed car was driven across the ice faster than a sled over level run on land. Mr. Travers entertained many of his friends with dashes up and down the lake shore, and the strange-looking "overland" became the most popular vehicle in Chicago.

VALUABLE ADVICE TO THE RUPTURED

A physician has written a little book about rupture that is worth reading. It is a little book which explains the different kinds of rupture; the dangers of operations, why ruptures are uncommon and how to prevent them. This book tells what to do, and what to avoid, and how the ruptured can prevent the rupture from coming back. It is a book which should be read by all who are interested in their health. It is a book which should be read by all who are interested in their health. It is a book which should be read by all who are interested in their health.

For the past week every evening young men have been taking advantage of the invitation which the Bunting club has extended to all athletes, the use of the shower bath and dressing rooms are placed at the disposal of all who wish to go to the grounds and train for the coming athletic events. An important meeting of quiet players will be held at the Bunting club next Saturday afternoon to which all quiet players in the city are invited. All who intend to enter the tournament must send in their names on the "star" as the schedule will be arranged and the tournament will start at once. The club will furnish suitable prizes which will be well worth competing for, and it will also furnish the standard quills and a splendid place for the game near the clubhouse. The marathon race from Lawrence to Lowell is causing widespread attention from all parts of New England. The handsome silver cups which will be awarded the winners are on exhibition at Wood's jewelry store in Central street. It is expected there will be over forty entries in the race and runners will come from all parts of New England.

The new grounds are rapidly being put into shape and everything will be in readiness to accommodate the crowd on Memorial day. A new fence has already been built on the west side of the grounds and work has been started on the bleachers. The clubhouse has been partly surrounded by a picket fence which will ensure more privacy for the members and their guests. The club intends to pay more attention to soccer football this year, for the game is fast becoming more popular and is drawing large crowds in all the New England cities. The Bunting management intends to have a first class team next year and they have started to get into touch with new players. A change in the team is necessary and accordingly the team will be reorganized. John Mahan has been the manager for the past two years, but it is doubtful if he can be induced to hold on to that position this year. Rowbottom, one of the best players the club ever had, has been spoken of as the most likely man for manager next season and under his direction the team should be successful against all comers.

THE U. S. BUNTING CLUB

PREPARING BIG SPORTING EVENTS FOR MEMORIAL DAY—DUFFY COMING

The board of directors of the Bunting club will hold its regular monthly meeting at the well appointed club house in Circuit avenue, South Lowell this evening and the members have invited the athletic committee to meet with them and discuss matters pertaining to the athletic meet which is scheduled for Memorial day. Supper will be served in the banquet hall at 7:30 o'clock.

The athletic committee is anxiously awaiting the signing of the agreement of Duffy, the Canadian champion who won the E. A. A. marathon race on Patriots day. The contract is expected at any moment as Duffy has verbally agreed to come to Lowell and take part in a ten-mile race against local runners. Owing to the delay on the part of Duffy's manager, the athletic committee has been forced to consider what the star attraction will be. Let us have been received from Duffy's manager, the committee is of the opinion that Duffy who is an amateur would attract a larger crowd than any of the professionals, and the committee is of the opinion that Duffy who is an amateur would attract a larger crowd than any of the professionals, and the committee is of the opinion that Duffy who is an amateur would attract a larger crowd than any of the professionals.

The list of sports already decided upon is a hurdle race, one-mile relay race, sack race, one hundred yards dash, one mile handicap and the marathon race from Lawrence to Lowell. Entry blanks will be out next week and can be had at the rooms of the Y. M. C. A. of Lawrence and Lowell, Bunting club, or from the sporting editor of the Sun.

Whether the Bunting club will be successful in receiving amateur events and athletes for the summer is a question which is being discussed by all who are interested in the sport. The members of this organization are making every effort to place Lowell again on the map and they intend to do so by cooperating with them in this work. The club is of the opinion that it can be desired, five laps to the mile, fifteen feet wide and in good condition.

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THE JUDGE AS REFEREE
BOSTON, May 6.—A regulation five-round bout between Jimmy Doyle and John Maher, took place in the middle of Malden square, in the sporting

SPECIAL NOTICES

PLAIN DRESSMAKING, ALTERATIONS, children's work. Mrs. Byam, 21 B. Bridge street.
NADAM CORY, CARD READING. 101 Merrimack street, 100 and 250. 69 Branch st. lower ball.
SHINGLES PUT UP AT \$2.00 PER 1000. You supply the shingles. Work guaranteed. Ten years' experience. Paul Menard, 49 Roper st.
EXCELLENT PASTORAGE FOR houses and lots. In Hudson N. H. Apply to S. A. Greeley, Nashua, N. H. Tel. 558-12.

CERTIFIED TEACHER WILL GIVE private lessons in mathematics and all branches of the English language. Special instruction in all that concerns students. Miss K. E. Cavanaugh, 129 Lowell street.

ORGANIZERS WANTED TO SOLICIT members and organize lodges. Order of Owis, 80 Bond, Ind.

E. SAVAGE, PAPER HANGER AND decorator, 122 Bridge st. Tel. 345-W. Store on Prescott st. All orders promptly attended to. Tel. 4451.

HORSE CLIPPING BY POWER, while you wait, \$2.00; horses called for free. T. H. Neal, 522 Middlesex st. Telephone 2695.

PIANOS and ORGANS TUNED and repaired. Tuning \$1. J. Kephaw, 160 Cumberland road. Tel. 644-J.

LIMBURG CO. CHIMNEY EXPERTS—Chimneys swept and repaired. Residences, 122 Bridge st. Tel. 345-W.

THE SUN IN BOSTON—THE SUN is on sale every day at both news stands of the Union station in Boston. Don't forget this when taking your train for Lowell.

TO LET
SMALL THREE-ROOM TENEMENT to let at 123 Andrews st.; rent reasonable to right party. Inquire on premises. Tel. 345-W.

TWO PLEASANT FRONT ROOMS to let. Inquire 179 Middlesex st.

VERY PLEASANT 5-ROOM FLAT to let, gas, toilet and shed, same floor; price \$2.25 per week; No. 25 Fulton st., Centralville; handy to Merrimack st. Apply 276 Bedford st.

SIX-ROOM COTTAGE TO LET, in Kenner st.; one minute walk to Hovey sq. and Lakeview car line; in good repair.

HOUSE OF 8 ROOMS TO LET, large yard, at 164 Westworth ave. Inquire J. A. Weinbeck, 16 Market st., or 125 Westworth ave.

SUMMER CAMP WITH THREE rooms and small garden, to let; \$2.00 a week. Address Mrs. C. Carr, Box No. 2, Kenwood, Dracut.

TWO GOOD OFFICES IN THE HARRINGTON building, 52 Central st. to let at \$1.00 per week. If desired, they may be rented for rooming purposes. Apply to D. J. Harrington, Building Manager, 901 Sun Building.

ROOMS TO LET WITH BOARD at Commercial House, 83 Lee st., next to Kenner st. and Lakeview car line; electric lights; steam heat; all modern conveniences.

A LARGE OFFICE, 34 BY 14 FEET on the second floor of the Harrington building, Central st., good light and ventilation, for rent. Will be partitioned off to suit a desirable tenant and will be rented or leased at a very reasonable rate. Apply to D. J. Harrington, Building Manager, 901 Sun Building.

DOUBLE HOUSE TO LET ON Mt. Washington st. Each tenement has a bath and pantry. Open plumbing up and down stairs; suit wash trays and hard wood floors; large yard, front and back; rent reasonable. Inquire at D. J. Currier, 15 Variety st.

TENEMENT OF FIVE ROOMS TO let, good location; 256 Chelmsford st. Apply 151 Howard st.

BAKERY AND TENEMENTS TO let, 169 Merrimack st. and cor. of Fayette st. Apply 25 Adams st.

FURNISHED OR UNFURNISHED beautiful home of nine rooms, to let, in Highlands. Address R. J. Sun Office.

FURNISHED OR UNFURNISHED rooms to let in the Highlands. Address R. J. Sun Office.

FIVE-ROOM TENEMENT TO LET with bath and pantry, also hot and cold water at 15 Barclay st. Apply Schurz Furniture Co., 516 Middlesex st.

12-ROOM HOUSE TO LET ON ELEVANTH st. \$25 month. Inquire 88 Elevanth st. Tel. 2296.

NEWLY PAPERED AND PAINTED four room tenements, to let on North st.; rent very reasonable. Apply to Mr. Quinn at store, 31 North st.

TWO FIVE-ROOM TENEMENTS TO let at 66 and 68 Chambers st.; rent reasonable. Apply to Mr. O'Connell, 74 Chambers st.

5 OR 6 ROOM FLAT TO LET, near station; bath; hot water set tubs, \$12. 45 School st. Tel. 221-R.

ROOM SUITABLE FOR BARBER shop, corner of 10th and 11th, on second floor of the Harrington building, 52 Central st.

LODGING HOUSE
TO LET
38 ROOMS
Centrally Located
AT 312 MARKET ST.
Inquire at 310 Market St.

Storage For Furniture
Separate room \$1 per month for regular 12 two-hour flat. Piano \$50. The first and second floors are for storage in Lowell. Telephone connection. O. F. Prentiss, 356 Bridge st.

Two Good Offices
In the HARRINGTON BUILDING, 52 Central St., to let at a very low rental. If desired will be rented for rooming purposes. Apply to D. J. Harrington, Building Manager, 901 Sun Building.

event for which James Meehan of that city yesterday asked a permit from the authorities. Judge Bruce of the Malden district court is used to the unusual, but even he was a trifle startled when he got a letter from Meehan asking him to act as referee of the affair. According to the judge and the police, Meehan has on a number of occasions had personal occasion to study the judicial abilities of Judge Bruce, and though he has got the worst of several times before the distinguished referee on the bench, he has been so impressed by his fairness as to be willing to trust him to referee a street fight. Meehan created another shock when he invited Mayor Shinnick to act as second in the bout. He was perfectly

REAL ESTATE FOR SALE

HOUSE LOT FOR SALE ON LAWRENCE road, in Kenwood. Apply J. C. Bonito, 8 Moyle court.

TWO LOTS OF LAND TO SELL IN Pawtucketville, cor. of 10th and 11th, 69 Branch st. lower ball. Inquire 496 Moody st., Mr. Jos. Laplante.

COTTAGE OF SEVEN ROOMS FOR sale; 13 Cedar st.; three minutes to St. Peter's church; price cut to \$1400.00. Inquire at 13 Cedar st. or 1300 cash. Near Liberty and Chelmsford sts. two-tenement house; rents \$15 per month; price \$2500. Inquire 12 Madison st. between 6 and 8 p. m.

HOUSE FOR SALE—COTTAGE 8 rooms; steam heat; bath; hot water; set tubs; cemented cellar; 4351 sq. ft. land. Call 236 White st.

REAL ESTATE FOR SALE ON ALL streets in Centralville, the best part of the city to buy a home. If buying or selling, it will be to your interest to see me. Vance, 83 Third st.

NEAR PARKER AVE. DRACUT, near cars, 7-room cottage, barn, 10,000 sq. feet land, 1 fruit trees; for sale, \$1500; \$300 to \$500 cash. Vance, 83 Third st., Centralville.

NEAR ST. PETER'S CHURCH, COTTAGE of eight rooms; for sale; hardwood floors; steam heat; bath; open plumbing; \$3200. Inquire 13 Madison st.

SEVEN-ROOM COTTAGE WITH large lot of land for sale, at 28 Manchester st.; two minutes to the car line; a good chance to keep home. Call evening or Saturday.

8-ROOM HOUSE FOR SALE ON Fletcher st., near New common; electric; furnace heat; open plumbing; inquire 208 School st. Tel. 2325.

SITUATIONS WANTED
YOUNG MAN HAVING EXPERIENCE wants position driving team; can read and write French and English; also knows the city and suburbs well. Address S. J. Sun Office.

YOUNG LADY WANTED WITH EXPERIENCE in bookkeeping. Apply at once, at Three Winners Clothing Shop, 161 Central st.

THOUSANDS GOVERNMENT JOBS open for men and women. Write immediately for free list. Franklin Institute, Dept. 165 M, Rochester, N. Y.

WOOLEN WEAVERS WANTED; New Hampshire mill; single loom on cash; men and women; good pay; Address \$25, Sun Office.

WOMEN WANTED TO MAKE SILK bows at home. Send any address prepaid. Sample and instructions free. Marshall Co., Lisbon Falls, Me.

MACHINISTS WANTED—NONE BUT first class workmen need apply; steady work; good salary. National Watch-Nashua, N. H.

TWO SMART YOUNG LADIES wanted to collect money donated to the John McManus picnic fund for poor children. Apply John McManus, 100 Central st.

TABLE GIRL WANTED AT THE Weston House, at once; first street above the Merrimack Square theatre.

100 WEEKLY PROFIT IN SPARE time at home. Mail order business; don't worry about capital. E. J. Brown, Omaha, Neb.

SALESMEN WANTED—EXPERIENCE necessary, easy work, big pay. Write for large list of openings offering opportunities to earn \$100 to \$500 a month while you learn. Address Dept. 24 National Salesmen Training Association, Chicago, New York, Kansas City, San Francisco.

GENTLEMAN WANTED, ABOUT 50, to work in real estate office; steady job; must have some capital to invest. References. Write 113, Sun Office.

SALESMAN WANTED TO SELL jewelry, cash or credit; steady job; good salary to the right man. Address L. J. Sun Office.

CANDY SALESMEN WANTED, EARN \$100 monthly, and all traveling expenses to start. Experience unnecessary. Solicit orders from dealers in your locality and surrounding territory for our high-grade chocolates, bon-bons and all kinds of candies. Write quickly for full particulars and contract. Kase Candy Co., New York, N. Y.

WANTED
AT
TALBOT MILLS
NORTH BILLERICA
Weavers on Woolen Goods.

MONEY TO LOAN

LOANS
Made on short notice without publicity. We give you the money so cheap that you can't afford to owe anyone else and at a charity that honest people can afford to pay. New methods.

Borrow \$10.00 Pay Back \$11.50
Borrow \$15.00 Pay Back \$16.50
Borrow \$20.00 Pay Back \$22.00
Borrow \$25.00 Pay Back \$27.50
Borrow \$30.00 Pay Back \$33.00
Borrow \$40.00 Pay Back \$44.00
Borrow \$50.00 Pay Back \$55.00

LEGAL RATES OF INTEREST
Credit once established with us is as good as a bank account in time or need. Our rates and plans have proved to be the best because our customers are glad to come again.

MERRIMACK LOAN COMPANY
Room 3, 51 Merrimack street, 17 John street. Hours: 9 a. m. to 6 p. m. Monday and Saturdays until 8 p. m. Tel. connection. License No. 61.

EQUITABLE LOAN CO.
Offices 202 Eldredge Bldg., 45 Merrimack street. License 141. Open Evenings, Tel. 1885

unprejudiced as to whether the mayor act as second for him or for the politician.

It seems that the police officer who Meehan wishes to fight arrested him for drunkenness a short time ago and Meehan wants a "return match."

FOR SALE

SQUARE PIANO FOR SALE GOOD condition; suitable for camp or private family; a bargain. Call or write, 28 Wilson st., North Billerica.

GOOD YOUNG HORSE FOR SALE; for ordinary labor. Apply 1st Howland st.

7-ROOM LODGING HOUSE FOR sale in the centre of the business district; rooms always full; no reasonable price refused; owner leaving city. Address L. J. Sun Office.

GARDEN LOAM, SAND AND GRAVEL. Amasa A. Brown, 75 Infant st., Lowell, Mass.

LOST AND FOUND
MILK ORDER BOOK LOST IN Greek writing. Reward at J. J. Sullivan's, Tallor, Sun Bldg.

ENVELOPE LOST CONTAINING gold bracelet, set with turquoises, either from Lawrence st. car, or in Merrimack sq. Reward at Pettie's, 442 Merrimack st.

BROWN IRISH TERRIER, MALE pup lost; collar with owner's name and license number when last seen. Reward for return at 549 Gorham st.

WANTED
OLD RANGES WANTED TO BUY at once. High prices offered for the good ones. Let us know today. Harris Bros., 311 Market st.

MISCELLANEOUS
NOTICE
Garden loam, manure, sand, gravel, crushed stone and old brick for sale. John Brady, 155 Church street. Tel. 975-W.

NOW IS THE TIME
To begin to look up your needs for the garden and farm. As I grow everything in the way of trees, shrubs and reliable seeds, call or write to

McMANON'S
Nurseries, Dracut. Store, 6 Prescott St.

We Will Repair Your Rooms for \$2.00 and Up
And furnish the wall paper. Dealer in wall paper at very lowest prices; also paperhanging, whitewashing and painting. Estimates given on large or small job. All work guaranteed.

MAX GOLDSTEIN
155 Chelmsford st. Tel. 2807

COUGHLIN'S SHOE REPAIRING
IS THE BEST
One Trial Will Convince
123 FAIRBANK STREET
Opposite Merrimack Sq. Theatre

PROF. EHRICH'S
"606"
SALVARSAN

Administered in the veins at Dr. Temme's clinic, No. 1088 OF THE BROADWAY, NEW YORK, LADA, malaria, locomotor ataxia and various forms of skin diseases arising from blood poison.

This solves the problem of the centuries and rids the world of the WORST SCOURGE that the human race has known. (MELT) AT. Wasserman blood tests made. Also treats cancer, tumors, all acute and chronic blood and nervous diseases of men and women, bronchitis, varicose, strictures, prostatic diseases, piles, asthma, rheumatism, neuralgia and all other diseases of the eye, ear, nose, throat, skin, stomach, liver, kidneys, bladder, bowels and rectum, epilepsy, and all nervous diseases.

Terms always made to suit the convenience of anyone applying for treatment, and very reasonable charges. Do not treat at home until you have investigated methods and terms. Lowell office, 71 Central street, Mansur block, hours, 10 to 4 and 7 to 8. Sunday, 10 to 12.

Consultation, Examination, Advice FREE

LIVE CHICKENS
Will Make Early Layers if Raised on the Perfect Chick Feed and Growing Feed.

Cover's Poultry Supply Store
150 Middle Street
Lowell, Mass. Phone 4000, 4001

GET THE LATEST FICTION
At Miss Dayon's Circulating Library, Broadway, Cor. Phillips St. Tel. 8624.

Bright, Sears & Co.
WYMAN'S EXCHANGE
Bankers and Brokers

E. F. GILLIGAN & CO.
Painting, Paper Hanging, Interior Decorating of all kinds. Estimates given.

MARY J. COONEY
Public Stenographer and Typist
CENTRAL BLOCK
Room 90 Telephone

A. J. DEWEY
Painter, paperhanger. All work guaranteed. 105 LIBERTY ST. TEL. 3715

W. A. LEW
Steam dyeing and cleaning of ladies' and gents' wearing apparel. 30 years in the business. 45 JOHN STREET

FREE
Hearings numbers in each row so total of each will be 15. To the nearest correct answers will be given. 9 4 3
7 5 1
6 2 8

Re-arrange numbers in each row so total of each will be 15. To the nearest correct answers will be given. 9 4 3
7 5 1
6 2 8

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6 2 8

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7 5 1
6 2 8

AUTOMOBILE DIRECTORY

Abandon the idea that you can't buy supplies as cheaply in Lowell as elsewhere, by trading at the Boston Auto Supply Co., 36 Bridge st. Tel. 3655. Open evenings.

Accessories Largest stock of Auto Supplies, 7 Third st. Phones 52-W, 52-R. Open evenings.

Anderson's Tire Shop Agent for all leading makes of tires. Vulcanizing of all kinds a specialty. Telephone 323-W, shop, 323-R, residence. Accessories and supplies. 129 Paige st.

Auto Tops Made and re-covered, auto curtains and doors to order; also full line of greases, oils and sundries. Donovan Harness Co., Market street.

Auto Supplies A complete line at the lowest prices for Mart, New Market building, 147 Merrimack street, corner Tilden street. S. L. Rochette, proprietor. Tel. 2780.

Auto Tires All makes at the right prices at the Lowell Motor Mart, cor. Merrimack and Tilden streets.

Buick Lowell Auto Corp., 31-41 Appleton st. Phone 3137.

Callie Walter, Agent, Tel. 2516-M. Service Station, Sawyer Carriage Co., Wetheren st. Tel. 364.

THREE SESSIONS DAILY
Morning, Afternoon, Evening
CONTINUOUS MUSIC

and Bonds negotiated.
 Terms ready at all times
CENTRAL BLOCK, ROOM 4

CENTRAL ST., LOWELL, MASS.

own polishing.
FRANK M. HADLEY
341 THORNDIKE STREET.
With Andrews & Wheeler, 38 Years

York the battleship Wyoming and the cruiser Tennessee will meet the Montana and Mayflower and convoy them to dock.

Mayor Mitchell of New York has suggested that the bodies be removed from the Montana at the Battery and

NICHOLS & CO., 31 JOHN
PIONEER TEA AND COFFEE MERCHANTS

NICHOLS & CO., 31 JOHN
PIONEER TEA AND COFFEE MERCHANTS

WELL'S GREATEST NEWSPAPER

THE LOWELL SUN LOWELL MASS.

LOWELL'S GREATEST NEWSPAPER

ORY OF A LIVE LOWELL NEWSPAPER

Remarkable Rise and
Steady Progress of
The Lowell Sun

In a Field Over Supplied
With Inferior Daily
and Weekly Papers

It Gives a Striking Illus-
tration of the Survival
of the Fittest

Innovations Started by
The Sun Were Appreci-
ated by the Public

A little more than thirty-five years ago the Lowell Sun started as a weekly newspaper and its success from the beginning is a matter of local history. The reception accorded The Sun was most flattering and its growth was not only continual but, considering the limitations of journalism in those days, it might be termed almost phenomenal. The circulation of the paper increased year after year and as a consequence the plant was gradually improved from time to time to meet the requirements.

Before the weekly was three years old a second press with automatic folding attachment was installed and in those days it was considered a mechanical wonder.

The need of a daily edition of The Sun became very pressing and on September 1, 1882, the publisher of the paper, yielding to the irresistible demands of the public, launched into the daily field and The Sun's reception as a daily was such as to put all previous records of journalism in this part of the state completely in the shade.

The press room equipment of the daily proved totally inadequate to meet the demands of the public and within three months the publisher was obliged to install a stereotype web perfecting press, which although a first class machine of great capacity, soon proved too slow to keep up with the increasing circulation of the paper.

At that time there were about eight daily newspapers in Lowell. The popularity of The Sun was so pronounced that one rival after another

GAVE UP THE CONTEST

and fell by the wayside with the exception of two local afternoon dailies which were consolidated into one morning newspaper, the Courier-Citizen. And still the demand for The Sun increased and the proprietor was at his wit's end to provide means of getting out the papers in sufficient numbers and at a rate of speed necessary to meet the growing popularity of The Sun. A larger press was needed, more linotypes had to be installed, but in order to do this it was necessary to remodel the building in which the newspaper was then published.

In the spring of 1902, the old building was remodeled, extra machines were installed in the composing room, a modern stereotype plant was put into operation and the basement reconstructed to receive what at that time was the largest and most rapid newspaper press in New England north of Boston.

On September 26, 1902, The Sun started its three-24-page web perfecting press, built expressly for its use by the famous firm of R. Hoe & Co. of New York and London. This press was capable of printing 24,000 papers of from four to twelve pages per hour and 42,000 of 16, 20 or 24 pages

papers per hour. This, we felt confident, would be plant enough to meet the demands of Lowell and its suburbs for a generation. But the city was growing. It gradually approached the 100,000 mark and then passed it. Meanwhile the facilities for obtaining and distributing the news of the world were gradually improving and every device for rapid work that came into the market was immediately adopted by The Sun until this newspaper became noted as the high speed afternoon paper of New England. In fact it has been conceded not only in this section

but in metropolitan centers that the speed records made in The Sun office for getting out extra editions after the occurrence of important events have never been beaten anywhere. All this, of course, met with public appreciation, increased sales and increased advertising patronage until The Sun earned undisputed claim to the title of "Lowell's Greatest Newspaper."

But every enterprise has a goal as every man, worthy of the name, has an ambition. The ambition of the proprietor of The Sun was that his newspaper should have a modern

home of its own and a plant that would not be surpassed in excellence and efficiency by any newspaper plant of its size in the country, and we are proud to say that this ambition has been realized.

After nearly two years of study and planning it was decided to erect a building that would be worthy of the paper and to install a plant that would put The Sun practically beyond comparison. The services of Mr. C. H. Blackall, the eminent architect of Boston, were secured and he was commissioned to draw plans and prepare

specifications for a ten-story newspaper and office building to be erected on the site of the old Sun building. And his special instructions were to make it absolutely fireproof, of imposing and artistic design, and a structure that would not only be a credit to the newspaper and its owner but would be

THE PRIDE OF THE CITY.

Anyone who has seen The Sun building will agree without hesitation that Mr. Blackall has not only fulfilled his commission but has distinguished himself in producing one of the most

beautiful structures of its size in America. This may seem an exaggeration and perhaps too much to say for a building in a city the size of Lowell, but it is nevertheless a fact; and on the word of the architect and builders it may be said that there is no part of The Sun building that could be better constructed or more richly embellished within reasonable and practical limitations than is the beautiful structure in which Lowell's greatest newspaper is now at home.

The old plant was removed to temporary quarters and the work of de-

THE SUN IS NOW IN ITS NEW HOME

And is Equipped to Get
Out Even a Better
Paper Than Ever

Has One of the Most
Modern Newspaper
Plants in the Country

Its New Home Conced-
ed to Be a Model of
Beauty and Utility

Lowell's Finest Building
for Lowell's Greatest
Newspaper

molishing the old structure commenced April 1, 1912. So well had things been planned that the structure was completed sufficiently to permit the occupancy of the ground floor and the entire newspaper quarters the latter part of December following. On moving to its new home The Sun promised its readers to give a detailed description of the building and the newspaper plant as early as practicable but the vast work of organizing under new conditions occupied considerable time and business conditions were not favorable for a souvenir edition until the present date.

The accompanying illustration gives a very fair idea of the beauty of the new Sun building. The construction throughout is of steel and reinforced concrete, the facing is of vitrified brick of a light cream color with granite and marble trimmings. The floors are entirely of reinforced concrete, no wood being used in any part of the building except for the casings and doors above the first story. The entire ground floor as well as the corridors on every floor are tiled. The floors of the offices are covered with linoleum cemented on a concrete base. The base boards and partitions are of terra cotta, reinforced concrete and pyrobar. The corridor bases are of marble. The main corridor is finished

IN ITALIAN MARBLES

of various designs, the pilasters being built of Brescia onyx marble, all richly molded and worked out with great artistic beauty. The stairways are of steel with marble treads, the roof is laid with terra cotta tiles bedded in asphalt on reinforced concrete; all the housings on the roof are of metal and the parapet is lined throughout with heavy copper. There is practically nothing in the entire structure to burn.

Two modern high speed Otis electric elevators are installed for passenger service and to those who have had some experience with elevators in other buildings those installed in The Sun building are not only a revelation but as one critic put it, "they work as smooth as airships." The latest type of flashlight synchronizing signals from every floor add to the efficiency and utility of the elevators and the service is continuous night and day, Sundays and holidays, so that it is possible for a tenant to get to his office at any time he chooses.

The building is equipped throughout with the latest system of vacuum cleaning, no brooms or brushes for cleaning the offices being used. A night force is engaged to clean the offices, to take the dust and refuse out through the vacuum tubes and not by the old method of taking part of it out and leaving the remainder to settle about the rooms.

The building is heated by the Warren Webster automatic modulation system, which is noiseless, efficient



JOHN H. HARRINGTON,
Proprietor.

DANIEL J. HARRINGTON,
Building Manager.

C. H. BLACKALL,
Architect.

BUILDING
ABSOLUTELY FIREPROOF

THE NEW SUN BUILDING

MERRIMACK SQUARE

LOWELL, MASS.

An Honest Newspaper is a Tower of Strength in the Community

and satisfactory in every way. The plumbing is not only the best ever installed in the city but there are few buildings in the country that have such complete and sanitary plumbing equipment as has the Sun building. All the toilets, including the closets, wash bowls, etc., were made expressly for the building. There are no tanks, chains, pulls or feed pipes in any of the toilet rooms. Everything is operated on the new vacuum ventilating system which renders it impossible to discover the slightest odor in any toilet room from the top to the bottom of the building.

The columns on the first and second stories of the exterior are made with verd-antique Italian marble which adds materially to the

BEAUTY OF THE DESIGN

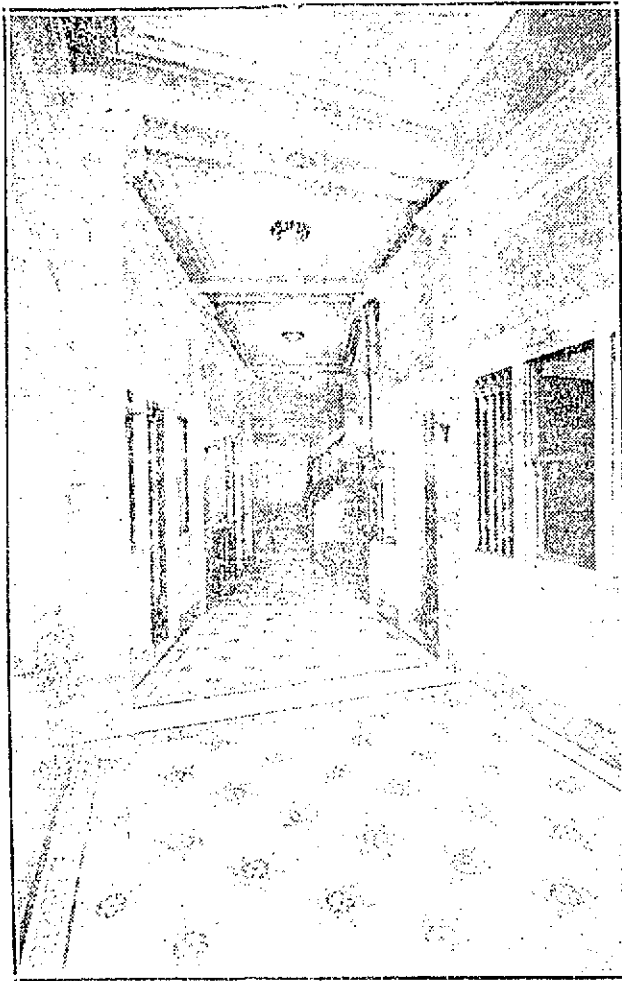
of the structure. The sidewalks fitted with huffer plates are set in carbon-umum, the first of the kind to be installed in the city and the only ones sidewalks that will prevent slipping.

The design of the interior of the building is such that every office is located within two seconds' walk to the elevators. Each office is an outside office, permitting light and air to enter directly without the interference of air shafts or dark areas. The building is equipped with a complete fire escape system and all the windows on the exposed sides of the building are of metal sash and frames with wired glass.

The building is equipped with the latest type of automatic fire sprinklers, adjusted to extinguish an incipient blaze in the interior before it can make any headway. When in operation the system gives an alarm on the outside of the building by ringing a large bell placed near two steam connections to which are hose can be attached to supplement the pressure from two large mains led by the water department expressly for the protection of this building in case of fire.

The lighting of the office is exclusively electrical. Each office is equipped with electric plugs at frequent intervals to which may be attached desk lights, fans, sterilizers, water heaters, etc.

All the doors in the building are fitted with check springs rendering the corridors practically noiseless, and the system of distributing cool air for ventilation or warm air for heating is as near perfection as the resources



MAIN CORRIDOR OF SUN BUILDING

expensive than marble, is more suitable for the purpose inasmuch as ink stains never mar it. All the inside drawers, files and compartments are made of steel. The desks for the different department clerks are located at a convenient distance and each one is equipped with a telephone which through the private office switchboard is instantly connected with every department in the building as well as with the outside telephone service. Plugs for fans, desk lights, etc., are located above each desk, and the general artistic effect is such as to elicit universal approval. On the ceiling of the Sun office, as well as the main corridor, are numerous

ELECTRIC DOME LIGHTS

made expressly for the building, which throw a diffused illumination throughout the room practically free from shadows.

The manager's office is in the rear of the main counting-room conveniently located so as to be in touch with all the office clerks as well as with the different departments by telephone. At the main counter is an automatic lift for cuts, stereotype plates, etc., which runs swiftly and noiselessly to the advertising department. Nearby are tubes of the Lamson system which convey copy to the editorial desks, the bulletin room and all other places where messages or copy are to be transmitted. There is no noise in connection with the operation of these elevators or tubes as the mechanism for driving them is located in the roof in a metal pent house. It should here be stated that all the mechanism for the driving of passenger elevators and all carrying devices in the building are also located in this pent house, so that there is neither noise nor odor, nor any possibility of danger in connection with any hoisting apparatus in the building.

A device which has attracted considerable attention and which is the first of the kind ever built, is the system of bulletins. This apparatus was originated by the proprietor of the paper and built under his direction by the Lamson Co. By this means the bulletins are dropped into the files, basement, where they are lettered and are then automatically elevated to a conspicuous space on either side of the entrance of the Sun office so that while the entrance of the Sun office so that they may be easily read from the

plate glass on either side so that they are practically free from interference within, and from rain or other sources of destruction on the outside. This avoids the old fashioned and cumbersome method of carrying the bulletin boards through doors and corridors to be hung on the outside of the building. The bulletins are illuminated by electric lights and can be read at quite a distance after dark.

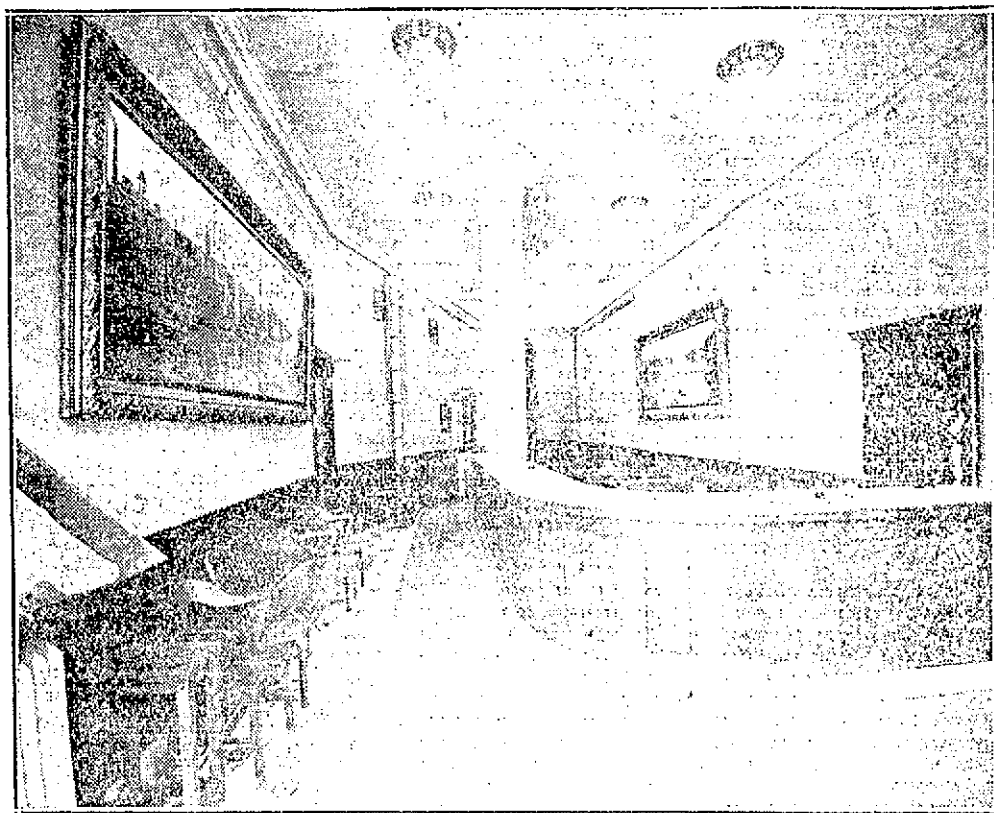
BEAUTIFUL PAINTINGS

In the Sun office are hung two made expressly for the owner by the distinguished artist, John I. Coggeshall, who spent nearly a year on the work. They represent the cause and effect of the textile industry in Low-

ell. The "cause" is very properly represented by the source of our water power, the beautiful Pawtucket Falls, which are shown in all their glory, and at a season of the year when the banks of the Merrimack are rich with foliage and verdure. The "effect" of this great water power is the great textile industry for which Lowell is famous throughout the civilized world, and Mr. Coggeshall's painting of the mills on the Merrimack, taken from Central bridge, is probably one of the finest productions of the kind that ever came from the brush of any American artist. On any other page reproductions of both these paintings are shown. They are the

object of a great deal of admiration and comment and visitors to the city and to the Sun office are thus enabled to get some idea of the character of our great industries, who otherwise would leave the city without having a proper idea of its world famed water power and textile mills.

The press room, which is located in the basement of the building, and extending under the sidewalks on Merrimack and Prescott streets, is a model of convenience and fire proof construction. The firm of R. Hoe & Co., who built the press, exercised great ingenuity, working in connection with the architect to place all the underground motors and other mechan-



BUSINESS OFFICE OF THE SUN

THE R. H. HOWES CONSTRUCTION CO.

Engineers and Building
Contractors

105 West 40th Street, New York



R. H. HOWES,
President.

The Company that Built
the Beautiful Lowell
Sun Building

A Responsible Corporation With
a Corps of Competent
Engineers



GEORGE B. MORECROFT,
Second Vice President.

Estimates and Advice on Building
Construction Cheerfully
Submitted

THE FOLLOWING ARE SOME OF THE BUILDINGS ERECTED BY THIS COMPANY

THE SUN BUILDING Lowell, Mass.
John H. Harrington, Owner
PAGE BUILDING Lowell, Mass.
J. L. C. Brown, Est. Owner
POST OFFICE BUILDING Keene, N. H.
AMOSKEAG DAM BUILDING Manchester, N. H.
FIRST NATIONAL BANK BUILDING Oswego, N. Y.
ST. GEORGE'S CHURCH Seneca, N. Y.
TECHNOLOGY CLUB BUILDING New York City
DEY BROS. & CO. DEPT. STORE BLDG. Syracuse, N. Y.

OFFICE AND STORE BUILDING Bellows Falls, Vt.
J. P. McLennan, Owner
WEED CHAIN TIRE GRIP CO. FACTORY PLANT Bridgeport, Conn.
HOME SHAP MFG. CO. FACTORY PLANT Rome, N. Y.
VALE LAUNDRY CO. FACTORY Syracuse, N. Y.
NEW PROCESS GEAR CO. FACTORY Syracuse, N. Y.
A. G. SPALDING BROS. FACTORY New York
CORNELLUS VANDERBILT MEMORIAL BLDG. Newport, R. I.

RESIDENCE Mendham, N. J.
Mrs. P. B. Wyckoff, Owner
RESIDENCE Brookville, L. I.
Julian A. Ripley, Owner
RESIDENCE Bernardsville, N. J.
Mrs. C. B. Alexander, Owner
RESIDENCE Utica, N. Y.
P. T. Proctor, Owner
RESIDENCE Loonst Valley, L. I.
A. W. Burchard, Owner
RESIDENCE Loonst Valley, L. I.
G. E. Fahys, Owner

AND MANY OTHER FINE PUBLIC BUILDINGS AND PRIVATE RESIDENCES



HERBERT W. GODDARD,
First Vice President.

The Freedom of the Press Should Never Be Abridged

ism so that they would not in any way interfere with the press which support the structure and which at the same time would be accessible and easy of operation. The mammoth sextuple lightning press is set upon a water-proof concrete pit which runs down to bed rock and although the press is a monster requiring tremendous power there is practically no vibration when it is running at full speed. A complete description of this press is given on another page.

The arrangement of the delivery room, store room for paper, etc., is thoroughly up to date. The plates from the stereotype room are received within three feet of the press cylinders to which they are locked, this arrangement not only being a convenience but a great time saver particularly when "hurry up" extra editions are being issued.

On this basement floor, which is 14 feet in the clear, are hung

AUTOMATIC SPRINKLERS

which operate in case of fire in every compartment of the basement. The boiler room, toilet rooms, locker rooms, etc., are constructed in a thorough, convenient and fire-proof manner and the ventilation of the basement is so perfect and the heating system so efficient that winter or summer, in heat or in cold, the temperature does not vary one degree. The luxur prisms in the sidewalk lights are sufficient to render the basement as bright as daylight, the electric lights being needed only to get at the interior parts of the press during operation.

The layout of the editorial, composing and stereotype rooms on the tenth floor is ideal in every respect. The reporters have a very cosy wing of the top floor, from which they get a good view of the city without leaving their desks. Each desk is equipped with a telephone communicating with all the departments in the building and with the outside telephone service. The latest equipment for the transmission of copy, electros, etc., is installed so that all unnecessary steps are avoided and the process of collecting, preparing and sending the news to the editor in charge is rapid and easy of operation.

The managing editor is located at a point where he can have complete oversight of every part of the editorial room. The telegraph operator, who covers the Associated Press service, has a well equipped apartment and

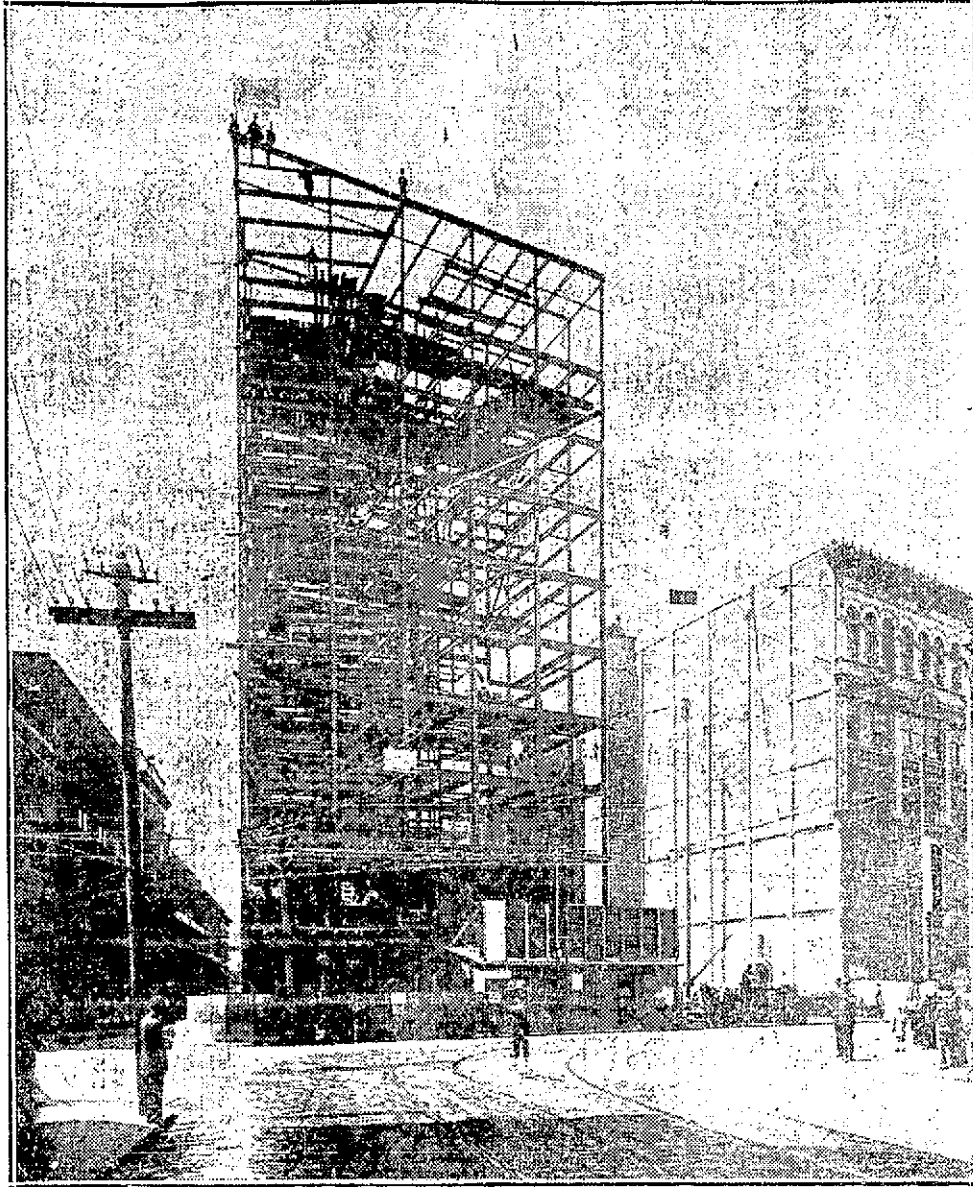
can transmit his copy to the proper desk without leaving his seat. The city editor's desk, to which all the tubes and carrier systems run, is in close proximity to the copy hook of the composing room and he also has facilities for receiving copy, messages, etc., from the office and sending bulletins to the bulletin room without leaving his seat. The top portions of these partitions are glazed so that while they are practically sound proof they are in full view of the occupants of every other compartment. The heating, ventilation and lighting system in the editorial room is of the very latest and most effective type.

The composing room is a model of compactness and convenience. It is so arranged that the copy never takes a backward movement but starts at one end, is set, sent to the proof-room, made up in the forms and sent to the stereotypers in one continuous movement in the same direction. The foreman's desk in the composing room is so located that he has a complete view of all the workmen and apparatus under his charge. The system of

SIGNAL LIGHTS

connecting him with the press room by which the foreman signals for the starting or stopping of the press for corrections, etc., avoids the necessity of waiting for telephonic communication. These signals are instantaneous and he can order the press started or stopped in one-quarter the time that would be necessary to do it by telephone. The half-tone views of the composing room and make-up room, etc., on another page give a very good idea of how nicely these arrangements have been carried out.

The stereotype room is on the same floor with the composing room. Here the forms are received, matrices are molded and the curved plates cast and sent by a double elevator service directly to the press room. This avoids the necessity of raising or lowering the type forms as is done in many newspaper plants, and it also increases the speed with which editions can be put to press. The ventilation in the stereotype room is practically perfect, that is to say it is possible to throw open the swinging windows on the sides and in the roof so that the stereotypers are practically working outdoors. It is unquestionably one of the coolest and best ventilated stereotype rooms in the country, and the machinery for casting and finishing the curved and other plates for the



VIEW OF THE SUN BUILDING IN PROCESS OF CONSTRUCTION

Showing the steel work completed and the erector's flag floating triumphantly 11 weeks after breaking ground and only five weeks after the steel work was started.

forms is of the latest and most approved pattern. All of this machinery was built by the famous company that constructed the press.

On the whole we have no hesitation in saying that The Sun not only has the best, the most extensive and most

RAPID NEWSPAPER PLANT

in the city in every department but it has one of the best equipments of any newspaper of its size in the country. Indeed it is not equalled in any particular in New England north of Boston.

We are always glad to receive visitors and to show them about the premises, explain the intricacies and wonders of getting out a modern newspaper, providing of course they come at a time when the force is not rushed and when proper courtesies and attention can be extended to them without interfering with the work of getting out the paper.

From the roof of the building a fine view of the city can be obtained and visitors are welcome to call at the Sun office and will be shown to the roof on fair days in the forenoon only. During the afternoon on account of the rush in getting to press it is almost impossible to give them the attention and courtesy which we desire to extend to our friends and visitors.

On another page will be found a description of the new press, together with illustrations and other matter concerning the equipment of the newspaper plant.

THE CONTRACTORS

After securing a good architect the most important consideration for one who intends to construct a valuable building is to make sure of getting competent and responsible contractors. Men who are able to do the work, do it properly, do it on time, and have sufficient responsibility, to make good any loss on account of failure to carry out their contract. It was very fortunate for the proprietor of The Sun that the R. H. Howes Construction Co. of New York was the lowest bidder. A contract was made with this concern, which the architect assured the owner was iron clad in every particular, binding the company to do the work according to specifications, to submit all building material to the architect's experts for inspection and to pay a heavy forfeiture for failure to complete the building within the specified time.

We are pleased to say that the R. H.

Howes Construction Co. not only fulfilled all its obligations but did even more. It actually surpassed its former efforts and gave complete satisfaction in every particular to the owner and his architect.

The operations of this company were certainly an eye-opener to the people of Lowell. The way the men tackled the old building and demolished it within the short space of two weeks; the rapid manner in which the excavation was carried on and the astonishing growth of the building from the foundation upward was the main topic of conversation in this city during the process of construction.

Photographs were taken of the building from time to time and one who follows the illustrations on another page can see at a glance what phenomenal speed was made in the construction of this building. What is more, when the building was completed a rigid inspection of every department was made by the architect and his assistants and before final settlement was made everything was found to be in accordance with the specifications and in many instances a great deal better. As stated elsewhere, the material and the workmanship are perfect throughout that experts are unable to state wherein they could be improved upon. On page two of this section in the advertisement of the company appear half-tones of the president and the first and second vice-presidents of the R. H. Howes Construction Co.

Mr. Howes is a New Hampshire boy having been born in the city of Keene in that state. He is a graduate of the Institute of Technology and has held many positions of responsibility with big construction concerns before organizing the company of which he is the head. He is a prominent club man in the city of New York, being quite conspicuous in the membership of the St. Nicholas club and Natural Arts club, while he retains his connection with the Massachusetts Institute of Technology by remaining on the roll of its club membership. He made frequent visits to Lowell during the construction of the building and although he had excellent assistants on the ground he was at all times the man behind the job.

The superintendent in charge of the work who remained on the ground from the beginning to the end was Mr. George B. Morecroft, who is second vice-president of the company and who made a host of friends among the

L. H. JOSSELYN,
Pres.

G. M. KENT,
Treas. and Mgr.

DERRYFIELD CO.

MANCHESTER, N. H.

HIGH GRADE WOOD FINISH



BEST OF

SERVICE
MATERIAL
WORKMANSHIP

Sun Building, Lowell, Mass.—Material Furnished by Us.

ALL EXTERIOR AND INTERIOR WOOD FINISH OF EVERY DESCRIPTION, ALSO GLASS AND GLAZING

The Lowell Sun Building

Is heated by the WEBSTER MODULATION SYSTEM OF STEAM HEATING, each radiator having a Webster Modulation Supply Valve and a Webster Syphon Trap.

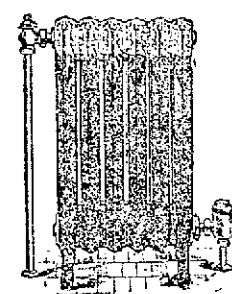
NO NOISE
NO AIR VALVES

NO OVER-HEATING
NO WASTE

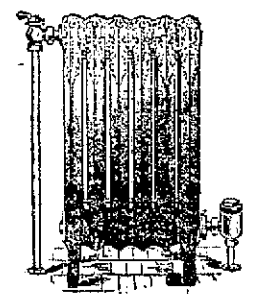
Just the right amount of heat secured when you want it by a mere turn of the Modulation Valve at top of radiator.

WEBSTER HEATING SYSTEMS are used in all kinds of buildings.

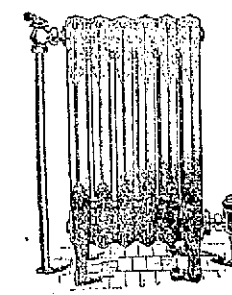
EFFECT OF MODULATION VALVE ON STEAM SUPPLY IN RADIATOR



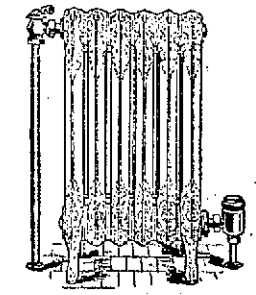
Showing steam in radiator when Modulation Valve is opened to point 1.



Showing steam in radiator when Modulation Valve is opened to point 2.



Showing steam in radiator when Modulation Valve is opened to point 3.



Showing steam in radiator when Modulation Valve is wide open.

WARREN WEBSTER & CO.

CAMDEN, N. J.

Established 1888.

Offices in Principal Cities.

BOSTON OFFICE, 24 MILK STREET.

Where You Find a Free Press You Will Find a Free People

local building trades and business men during his stay in Lowell. Although born in England Mr. Morcroft spent his early days in Syracuse, N. Y., where he was educated, and after qualifying as an engineer and serving as superintendent for different companies he finally cast his lot with the R. H. Howes Construction Co. and has been the principal superintendent in all their operations since the company was formed.

The first vice-president of the company is a Lowell boy, Mr. Herbert W. Goddard, and his connection with the company was of great interest to the people of his native city, who watched the progress of the building with increasing admiration. Mr. Goddard is the son of the late Charles R. Goddard, formerly paymaster of the Lawrence company, and is a graduate of our schools and also of the Massachusetts Institute of Technology, from which he received his degree in 1904. He has held various positions of importance such as consulting engineer, managing engineer and superintendent of construction of some of the most important buildings erected in this country. He became identified with the Howes Construction Co. in 1893 and has been a tower of strength to the organization on account of his ability and untiring energy. Mr. Goddard is an associate member of the American Society of Civil Engineers and also a member of several New York clubs. His home is in New York but he never forgets the city of his birth and as one of the main forces in developing and carrying out the construction of The Sun building he will not be forgotten in his native city as long as that beautiful structure stands as a reminder of an achievement in which as a Lowell boy he took a very prominent part.

THE SUB-CONTRACTORS

While the Howes Co. carried the responsibility of the entire building, much of the work was sub-contracted and in this respect the different firms who were entrusted with their respective branches distinguished themselves in a notable manner. The steam heating plant which is of the famous Warren Webster system, was installed by Carroll Bros. of this city, who also installed the boiler and all the connections. It is due them to say that the installation represents one of the most heating jobs installed in New England and it is superfluous to say anything laudatory of the Warren Webster system, which everyone knows is the most perfect system of low pressure heating yet invented.

T. Costello & Co. did the plumbing work and if there is any way of doing a better job of plumbing than that in the Sun building neither they nor the architect nor anyone else who has yet been heard from is able to point it out. The Sun building is one of the few office buildings in this country which uses no decentralizers in its toilet rooms as the system of plumbing has rendered such expedients wholly unnecessary. Messrs. Costello & Co. designed all the plumbing fixtures, which were built expressly for the Sun building under Mr. Costello's direction and installed in a manner that is a credit to this old, responsible and reputable plumbing firm.

The drainage and ventilation system is the same as that which has been adopted and approved by the United States government and known as the vacuum ventilation system, the only

one of its kind in any building in this city. All the supply pipes and fittings and the entire plumbing jobs are of brass, no lead pipe being used. There is a double pipe service for the drainage system, one going in through Market street and the other from Prescott street, with automatic check valves which if the water was shut off on one service would close that particular main and leave the other in working condition so that it is difficult to conceive of a condition wherein the Sun building would not have water pressure for fire and other purposes.

The drainage system from the roof is novel and an entirely new pattern. The main basis is of a new design dispensing entirely with the rubber stopper and chains, the plug being worked by a plunger and lever.

The flushing system in the toilet rooms is entirely new and operates regardless of tanks, bulbs, or chains.

The hot water system is of the latest pattern and so constructed that hot water is obtained instantly on any floor, the heating being automatically regulated by a thermostat on the hot water heater in the basement.

Dwyer & Co. did the painting and good judges say that the work done on the Sun building, both interior and exterior, has never been surpassed in Lowell.

All the wood finish, including the doors, moldings, casings, frames and sashes, were made by the Derryfield Co. of Manchester, N. H., and the architect and owner have agreed that the job is one that they may well feel proud of. The office doors throughout are of the compound sound proof pattern. The oak is beautifully finished and has kept its position remarkably well considering changes in our New England climate.

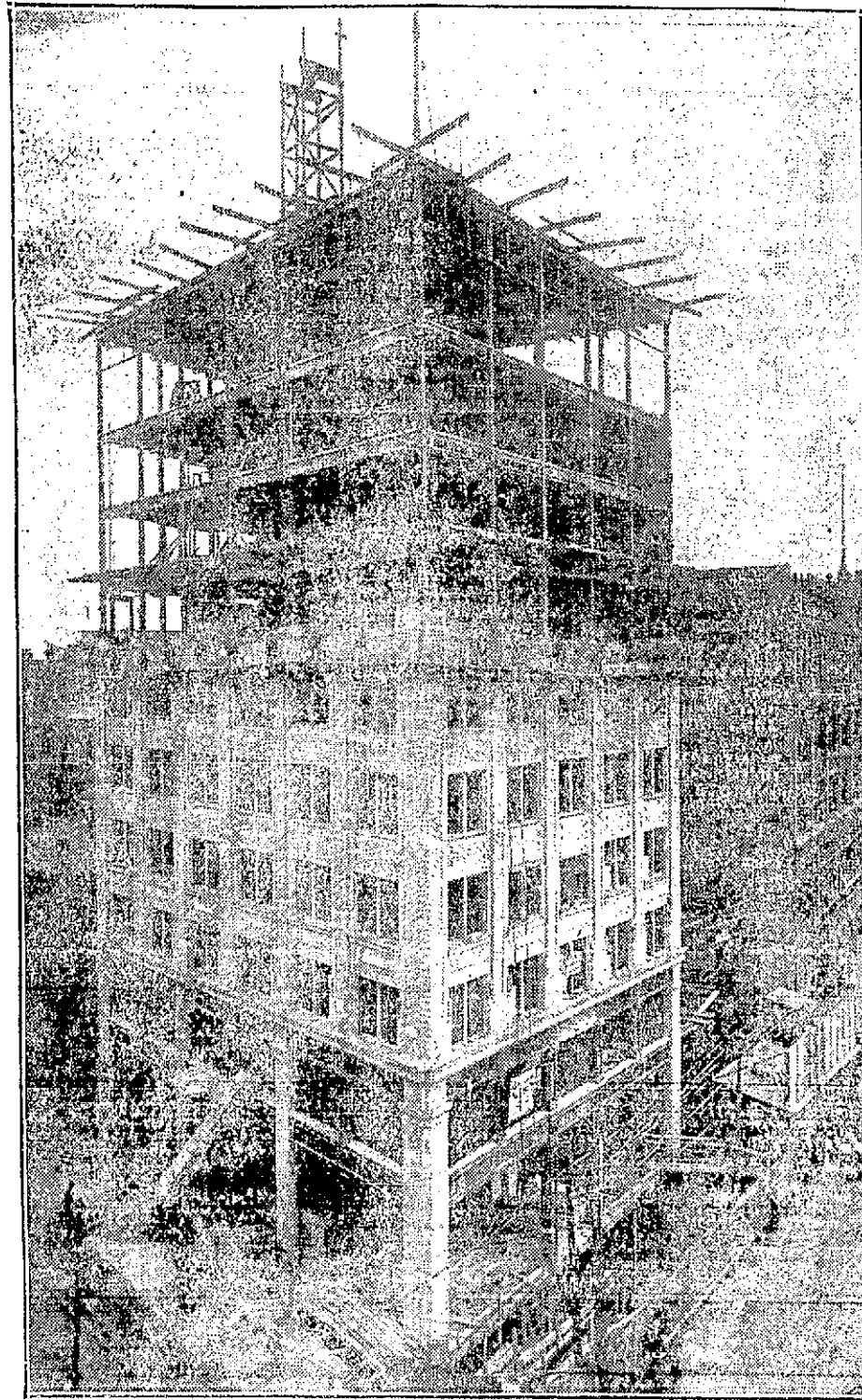
Aside from the hardware furnished by the contractor, the most important equipment was furnished by Bartlett & Day of this city. This included the greater part of the office hardware, the matches, carbon springs for the doors, and other modern equipment throughout the building and in the newspaper plant. All the chain falls and trolley hoists going with the lifting and transferring of paper rolls, etc., were furnished by this enterprising firm and have given the utmost satisfaction.

Dolben & Sullivan of Boston furnished the beautiful fine brick which still remains unscathed in our city, being vitrified and impervious to water. This brick keeps itself clean and is a source of pride to everyone who notices the beautiful and perpetually clean appearance of the exterior of the building. Mr. Daniel T. Sullivan of this city is a partner in this concern and besides his share in the brick contract he furnished from his local yard all the Portland cement for the entire construction.

The passenger elevators, as mentioned elsewhere, were installed by the Otis Elevator Co. and they are models of speed, noiseless and smooth running machines. Many visitors from different parts of the country have come to inspect them in operation as being the very latest and best electrical designs.

The Lunsford Co. built and installed the entire carrier and tube system and the plate drops, copy carriers, and automatic bulletins used in the newspaper plant.

It was something of an innovation when Adams & Co. laid the first linoleum in this city on the concrete office floors. This covering was made to our special order and was cemented on the floor by men who know their business. It stays in place regardless of the onslaught of the washwoman and seems to defy the soft soap and cleaning powders and the water with which it is deluged. This firm has the secret that makes the linoleum stick to the floor until it has worn off. Adams &



THE SUN BUILDING IN PROCESS OF CONSTRUCTION AUG. 19, 1912
Showing the brick and masonry work more than half completed, four and a half months after breaking ground.

Co. also put in the beautiful shadows which are fitted to the windows throughout the building.

The lettering for The Sun plant was done by Thomas J. Goyette and it was well done and is a credit to Mr. Goyette's skill. The lettering on the office doors was done mostly by the Kimball System, who are considered to be experts in their line.

One concern had a very important and ticklish contract in connection with the erection of the new Sun building which deserves special mention. The C. H. Hanson Co. had the contract for the moving of the old newspaper plant to the temporary quarters on Paige street and moving it again to its new quarters. This contract also included the arduous task of putting the new sextuple press into the basement and all the old and new typesetting and stereotyping machinery into the tenth floor of the building. The Hanson Co. it was found was the only local concern that had the necessary equipment to handle heavy machinery at such a height. They have for a foreman a wizard by the name of "Bob" Costello, who distinguished himself by carrying on this great task almost entirely at night without a single mishap. It was no easy matter to move a big newspaper plant by night and assist the mechanics in erecting it, and do it safely and with such speed and certainty that a single edition of the paper was missed. Some day it may be deemed necessary by the contending nations to change the location of the Rock of Gibraltar or to move the Pyramids of Egypt to a more accessible location. If such a thing ever becomes necessary, we nominate the C. H. Hanson Co. for the contract, provided "Bob" Costello is on the job.

THE ARCHITECT

When the proprietor of The Sun decided to erect a new Sun building, his first thought centered on the selection of an architect. Prudently by the experience of others who had made disastrous failures of the construction of buildings by having incompetent architects he was determined that he would have the best. In order to make sure of securing the best architectural talent obtainable he decided to consult with leading contractors, builders and owners of modern fireproof structures. The first interview was with a Boston organization which was heavily interested in many first class office buildings and apartment houses and had experience with the best architects in the country. Without any hesitation the head of the firm said: "If you want the best, retain Clarence H. Blackall, provided his engagements will permit him to take on the construction of your building."

His next interview was with one of the leading construction companies of New England and among the three architects recommended by this company Mr. Blackall's name stood foremost. Similar interviews were held with other owners, builders and managers and with hardly an exception the substance of their advice was: "If you can get Clarence H. Blackall to take charge of your building, get him by all means and rest assured he will save you many times his commission and give you an artistic design."

After further inquiries and after looking over some of the beautiful structures which Mr. Blackall had designed it was evident to the proprietor of The Sun that Mr. Blackall was the man for him, and he immediately set out to secure his services. Fortunately Mr. Blackall's engagements at the time permitted him to accept the commission of designing The Sun building and the work of surveying, making

soundings, drillings and other preparatory steps was begun without much delay. Mr. Blackall always employs a force of about forty draughtsmen, designers and engineers. In a short time the preliminary sketches took on the shape of just such a building as was "desired" and the great task of making working drawings for the entire structure was begun. The result of Mr. Blackall's efforts is shown in the beautiful building in which The Sun is now located and anyone with the least capacity for judging architectural design and beauty will admit that the work of a master hand is visible in every detail. It is a model of symmetry, convenience, strength and utility. There is not an inch of space wasted. Furthermore, there was no waste of time or material in its construction. It went along with a steady speed and certainty in its every part that indicated the direction of a master mind. Mr. Blackall not only opened the eyes of the people of Lowell but he astonished architects, builders and workmen who had all their lives been engaged with the construction of buildings as hitherto conducted in Lowell. There were no mistakes from beginning to end. Nothing had to be done a second time. All estimates came well within Mr. Blackall's calculations. The contractors and subcontractors completed their work on time and to the satisfaction of the owner and the architect. From beginning to end the work of construction was carried simultaneously along various lines with the precision of clockwork. The supervision was effective and the tests of materials for strength and quality were carried on in a way that satisfied the owner that he had made no mistake in the selection of his architect.

Mr. Blackall's eminence in his profession is conceded by all the building experts in this country. His services are in demand where the best buildings are contemplated or under construction. As consulting architect for municipalities and art societies he seems to stand at the head of his profession in this country. His presence is sought at all meetings of scientific bodies where questions concerning the erection and operation of public buildings are under discussion. How he finds time to meet all these demands is a wonder. He is a man of commanding yet pleasing presence, and universally popular with all who know him.

Mr. Blackall's life record thus far is a remarkable one. He was born in New York City, February 3, 1857, and passed his boyhood days in the city of Chicago, Ill., where he graduated from the University of Illinois in 1877 with the degree of S. B. In 1881 he received the degree of A. M. in architecture, having previously studied the art at the Ecole des Beaux Arts, Paris, from 1875 to 1880. His first practical experience was with Peabody & Stearns, architects, with whom he was associated from 1880 to 1889 with the exception of a period of two years when his first holder of the French Travelling scholarship, he studied architecture abroad, visiting nearly all capitals and art centers of Europe.

He started independent practice in 1889, when he designed the first steel frame building erected in the city of Boston, known as the Washington Building. This he completed in 1891, a beautiful Tremont Temple, which has been an inspiration to all who have ever seen within its walls. It is one of Mr. Blackall's masterpieces. The beautiful Temple Israel erected in Boston is a sample of his catholic approach. The Colonial theatre and the Colonial office building in Boston were also designed and erected by Mr. Blackall. Among the many other buildings

The Plumbing System in The Sun Building Was Installed By

T. COSTELLO & COMPANY

Fifty Years In
Business

212 CENTRAL STREET, LOWELL, MASS.

Fifty Years In
Business

Among the public and private buildings plumbed by this firm are the following:

Boston Union Station
Lynn Union Station
Park Street Station
Wedge Street Station
West End Car House
Watertown Car House
Lowell Union Station
Lowell Library
Chalmers Library
Lowell Armory
Stetson Shoe Factory
Shaw Knitting Factory
Tremont & Suffolk
Scott Building
Y. M. C. A. Building
Howe Building
Spaulding Building
Yorick Club
L'Association Catholique
J. C. Ayer Laboratory
Revere Beach Sanitary
St. John's Hospital
Manchester Union Station
Manchester-by-the-Sea Station
Concord, Mass., Station
College Hill Union Station
Haverhill Car House
Lowell Power Station
Manchester, N. H., Station

Manchester Library
Lowell Chocolate Factory
First Corps Cadet, Armory, Boston
Machinery Shoe Factory
Bigelow Carpet Co.
Masonic Temple
Swan Building
Rutens Buildings
Mansor Building
First National Bank Building
Lowell Opera House
St. Patrick's Working Girls Home
Nantasket Beach Bath House
Honor Canterbury, Boston
Lowell Corporation Hospital
Massachusetts Consumption Hospital, Rutland
Anna Jacques Hospital, Newburyport
St. Peter's Church
St. Michael's Church
Stoneham High School
Phillips Academy, Andover
State Normal School, Lowell
Bartlett School, Lowell
Green School, Lowell
Lowell Textile School
Tyler Street School, Boston
Malden High School (largest in New England)
Richardson Hotel
Mansion House, Andover
Major Stott, Residence

Arcot Pead, Residence
E. S. Hyman, Residence
A. Chmoeck, Residence
C. P. Palmer, Residence
Dr. Irish, Residence
Ellen Ayer Wood, Residence, Woburn
Richardson Estate, Newport
Mrs. Clark, Residence, Williamstown
Mrs. A. E. Hayden, Residence
E. H. Staples, Residence, Thiton, N. H.
A. J. Abbott, Residence, Westford, Mass.
Frank Hill, Residence, Andover, Mass.
St. Jean Baptist Church
Rock Bay Riding School
South Boston High School
State Normal Art School, Boston
New Moody School, Lowell
Varnum School, Lowell
Immaculate Conception Convent
Emell Street School
Quincy House, Boston
Assabet Hotel, Maynard
Richardson Residence
Newarth Residence
Col. Walsh, Residence
C. J. Gibson, Residence
V. L. Gannock, Residence
O. H. Perry, Residence
Vanderbilt Residence, Newport, R. I.
Falgout House, White Mountains
E. Coburn, Residence, Wilton, N. H.

Peter Smith, Residence, Andover, Mass.
Prof. Bancroft, Residence, Andover, Mass.
Prof. McCurdy, Residence, Andover, Mass.
Prof. Comstock, Residence, Andover, Mass.
Prof. Taylor, Residence, Andover, Mass.
Eaton Residence, Andover, Mass.
Churchill Residence, Andover, Mass.
Miss Buyers, Residence, Andover, Mass.
J. A. Cole, Residence, Andover, Mass.
White Residence, Andover, Mass.
Odlin Residence, Andover, Mass.
Gen. Butler, Residence, Lowell, Mass.
E. A. Rose, Residence, Lowell, Mass.
Also a few of the most recent plumbing systems obtained and installed under the direct supervision of Mr. Thomas F. Costello, of the firm of T. Costello & Co.
South Boston High School
Back Bay Riding School
Lowell Sun Building
Gov. Foss Building, East Boston
Maine Central Kineo House, Moosehead Lake, Kineo, Maine
Two Large Office Buildings, Boston
Saugus High School, East Saugus, Mass.

J. A. Torr, Residence, Andover, Mass.
Lancaster High School
Cambridge Theatre
Father Donnelly's Church, Dorchester, Mass.
Jamaica Athletic Association, Jamaica Plains
Tyler Street School, Boston
Malden High School (largest in New England)
D. T. Page Building
St. Mary's Parochial School, Melrose, Mass.
Bigelow Carpet Co., new addition to mill.
Clinton Carpet Co., new addition, Clinton, Mass.
Finnell Street School, Lowell, Mass.
Mawhinney Shoe Factory, Lowell, Mass.
Lowell General Hospital
Washburn High School
Addison Joshua Holden's Residence, Billerica, Mass.
Lowell Electric Light Station
Rev. Fr. Ross's Residence
Thomas H. Murphy, Residence
J. C. Ayer Laboratory
Carpenter Memorial Library Building, Manchester, N. H. (One-quarter million dollar library building, now under construction.)

PLANS AND ESTIMATES FURNISHED AT SHORT NOTICE

The Freedom of the Press Should Never Be Abused

which stand to his credit in Boston are United States Trust Co. building, the Marshall building, Common building and Wesleyan building.

Mr. Blackall has made quite a specialty of theatres and among the pro-

advisory architect for the Boston Elevated Railway Co.

The number of beautiful residences, churches, banks, schools and commercial buildings in New England and elsewhere with which Mr. Blackall has

member and one of the founders and first secretary of the New York Architectural League and is also a director of the Boston Art club. He was for a

fellow of the American Institute of Architects. He is a valued and leading member of the National Fire Protection association of America and

members is Clarence H. Blackall. The great French society of Beaux Arts Architects also includes him in its membership and there is hardly a sci-

popular with all the clubs of which he is a member, among which may be mentioned the Boston City club, Economic club of Boston, the Cambridge club, the Salem club, Century club of New York, National Arts club of New

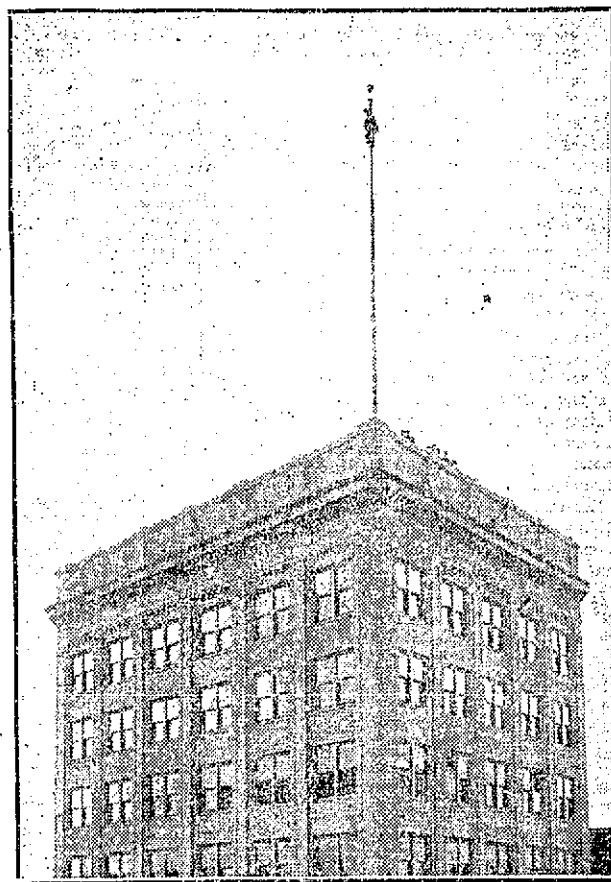
and management, together with a treatise on hotel designing and planning. His works on the development of colonial architecture have made him one of the standard authorities on these subjects. He is the author of



CLARENCE HOWARD BLACKALL
Architect of The Sun Building



THE OLD SUN BUILDING



STEEPLE JACK PAINTING FLAGSTAFF OF SUN BUILDING

ducts of his genius in this line may be mentioned the Bowdoin Square, Plymouth, National, Gaiety, Casino, Olympia, the new Scollay Square, Olympia, the Court and Wilbur theatres, besides many others throughout the country. In public buildings he has distinguished himself by the completion of the beautiful registry of deeds and probate court house at Salem, the Salem public library, Salem Branch library, and numerous others. Most of the modern theatres erected in New York city, Boston and Chicago bear the impress of Mr. Blackall's genius. He was the associate architect of the Copley-Plaza hotel recently completed in Boston and has been for some time

been connected as principal or associate architect are too numerous to mention. He has specialized particularly in office buildings, hotels and theatres. He is an acknowledged authority on reinforced concrete construction and the perfection of the building codes of Boston, Cambridge, Milton, Baltimore, Pittsburg, New York, Cleveland and many other cities are due to his advisory services and direct authorship.

He was one of the founders of the Boston Architectural club; also one of the founders and secretary of the Cambridge Municipal Art society. He is now president of the Massachusetts Fire Prevention association. He is a

long time secretary of the Boston Society of Architects and is now a trustee and secretary of the Rotch Traveling scholarship. He is chairman of the Board of Appeal of the city of Cambridge, member of the Building Law commission of the city of Boston and also of the Fire Hazard commission of the city of Boston. He is a member of the Building Law commission of the city of Cambridge and a

of the British Fire Protection association of England. His name is also on the roll of membership of our great National Geographic society and the Society for the Preservation of New England Antiquities as well as the National Conservation society. Everyone knows of The American Association for the Advancement of Science as one of the greatest scientific organizations in the world and among its

outlet gathering of any importance in this country or Europe where Mr. Blackall's presence or his contributions are not in evidence.

He is a public spirited citizen who gives liberally of his time and means to all matters of civic progress and he takes great interest in the work of the Boston chamber of commerce, of which he is an influential member. He is also something of a club man being

York and the New York City club.

Mr. Blackall has found time to do considerable literary work along the lines in which his knowledge and research have enabled him to speak with authority. He is the author of a standard work on "Builders' Hardware," published in 1890. From 1895 to 1910 he was editorial writer and contributor to the "Brickbuilder" of Boston. He is the author of an extended series of articles on fireproof construction, fire protection, theatre construction, acoustics, heating and ventilation, office building construction

articles on Spanish, Belgian and French architecture published by the Scribners in their Cyclopaedia of Architecture and he is also a valued contributor to the Dictionary of Architecture and Building, published by the MacMillan company.

From the above, which is by no means a complete story of Mr. Blackall's achievements and which only in a small way indicates his eminence in the profession, it may be seen that when the proprietor of The Sun building set out to get an architect he certainly got the best.

THE SUN BUILDING

THE BEST PAINTED BUILDING IN THE CITY
WAS PAINTED INSIDE AND OUTSIDE BY

DWYER & CO. PAINTING CONTRACTORS

170-176 APPLETON STREET, LOWELL, MASS.

We Can Do the Same Kind of Work for You if You Want It.

ADVICE AND ESTIMATES CHEERFULLY GIVEN

THE FOLLOWING IS A LIST OF A FEW OF THE BUILDINGS PAINTED BY US:

SUN BUILDING
COVER BUILDING
BRADLEY BUILDING
PUMPING STATION
COMFORT STATION
MASS. BOILER HOUSE
MASS. GENERATOR HOUSE
MASS. FIVE STORY MILL
BIGELOW DYE HOUSE
NEW HAMILTON MILL

PAGE BUILDING
SACRED HEART SCHOOL
IMMACULATE CONCEPTION
SAINT PETER'S SCHOOL
SAINT PETER'S ORPHAN ASYLUM
TOWNE MEMORIAL LIBRARY, AMHERST,
N. H.
BROWNSON LITERARY ASSOCIATION
SAINT JOHN'S HOSPITAL
LOWELL GENERAL HOSPITAL

POST OFFICE
COURT HOUSE
CHAPEL AT TEWKESBURY NOVIATE
CHAPEL IN SAINT JOHN'S HOSPITAL
CITY INSTITUTION FOR SAVINGS
WASHINGTON SAVINGS BANK
GREEK CHURCH
CALVARY BAPTIST
SAINT MARY'S CHURCH, EAST BOSTON
HOLY TRINITY

SAINT ANDREW'S, BIDEFORD, ME.
IMMACULATE CONCEPTION
SACRED HEART
SAINT PAUL'S
SECOND CONGREGATIONAL, CHELMSFORD,
MASS.
LITHUANIAN
Some of the best dwelling houses in the city of
Lowell.

LIGHTNING SEXTUPLE PRESS

BUILT FOR THE LOWELL SUN BY R. HOE & CO., OF NEW YORK AND LONDON

The march of progress in the mechanical world is nowhere better illustrated than in the rapid and wonderful evolution of the web-perfecting press. It is less than 12 years since The Sun installed a 24-page, three-deck press, which at that time was the very latest product of the genius and mechanical skill of the greatest press builders in the world. In fact it was the first press to come into New England without tapes and the number of improvements on the press at that time compared with its predecessor led many to declare that the printing press had at last reached the limit of its development. But the brain of the inventor is never idle. The demand is for more and more speed, greater conveniences, greater capacity and the mammoth sextuple, lightning, web-perfecting press, illustrated on this page, meets all these requirements and is as far ahead of The Sun press of 1902 as that was ahead of its predecessor of 20 years previous.

A most remarkable feature of this press is, that while it produces double the number of pages at three times the speed of the old press, it occupies but one-quarter more space than the machine it supplanted. Furthermore, it is an easier press to operate than the old machine and it takes proportionately less power to run it for a given product. It is unquestionably the finest printing machine that ever came into Lowell, its nearest competitor having less than one-half its capacity, and nowhere in New England north of Boston is there anything to compare with it.

As will be seen by the table in another column, the capacity of the machine runs all the way from four-page up to 48-page papers at a speed, depending upon the number of pages, from 15,000 to 72,000 an hour. It seems

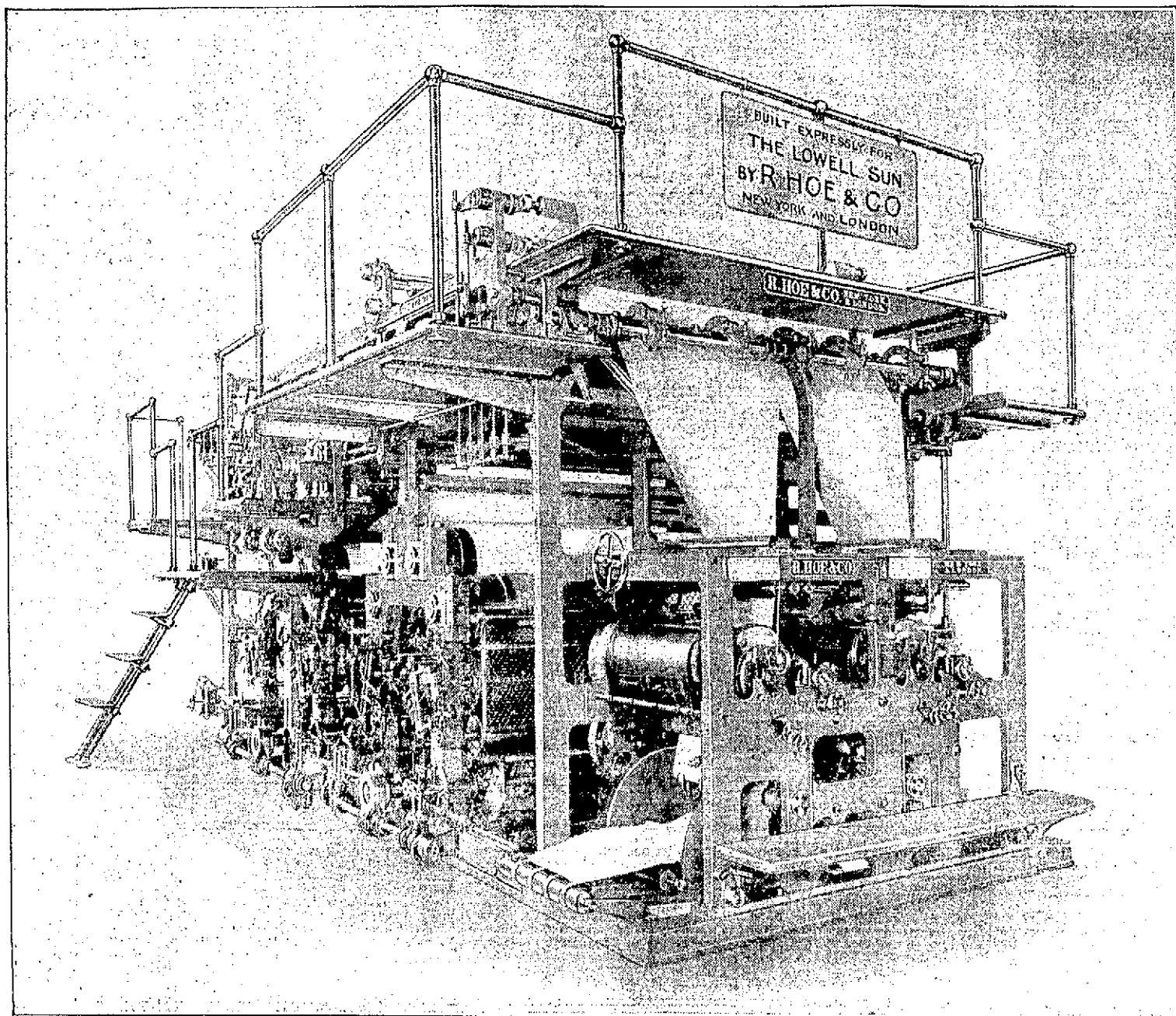
ALMOST INCREDIBLE

that any machine will print papers at such a speed but the new Sun press will do all of this and more. During a special trial run after the press was erected the machine ran for quite a period at the rate of 78,000 12-page papers an hour, which is about 22 complete 12-page papers a second. It is almost beyond the comprehension of the human mind to think that a machine will take paper from the rolls, print it on both sides, cut it into pages, inset them, fold them and pile these 12-page papers up in bundles of fifty each at the rate of from 20 to 22 papers a second.

A great advantage which this machine possesses and which will be appreciated by those who have a technical knowledge of the printing business is, that it will turn out the papers in almost any conceivable combination of pages. For instance, if it is more convenient for the pressman on account of the size of his paper rolls to print the papers in one form or another he can make the change necessary in a very few minutes, that will produce any number of pages in sections as required. A twelve-page paper can be delivered either in two sixes or with a four laid on top of an eight making two sections, or the twelve-page paper can be delivered in book form, with the pages all inset. A fourteen-page paper can be delivered on this machine in book form or with a section of six pages laid on a section of eight or vice versa, or it will deliver a four-page paper folded inside of a ten. A sixteen-page paper can be delivered either in book form, in two eights, in a ten and a six, or in a twelve and four-page section. The eighteen-page papers are delivered either in book form or with an eight-page section folded inside of a ten or vice versa. The twenty-page papers can be delivered in two tens, or twelve and eight-page sections or all in one solid paper of twenty pages, and so on all the way up to forty-eight page papers. They can be delivered practically as the pressman desires and the different sections can be pasted together or each section pasted separately and folded together or one section can be printed in colors and the other in black. The color convenience of the press are almost phenomenal. If the occasion should require it every other page could have a different color. The outside pages of every section in a multiple paper can have one color and the inside sections another. Any of the pages can be printed in colors as required or a small paper can be printed in even more colors if it is thought desirable. The press is in three

DISTINCT SECTIONS.

each section being capable of running independent of the other and printing as many as sixteen pages at a speed sufficient to meet the requirements in case any accident should happen to the remaining sections of the press. A large edition can be run on the full press, then a supplementary edition can be run with any one or two sections, and the mechanical change can be made in less than two minutes. The press is absolutely free from tapes or



CAPACITY OF THE PRESS

72,000—4, 6, 8, 10 or 12 page papers per hour, sheets all inset.

54,000—16 page papers per hour, one-third with two collected sections and two-thirds with sheets inset.

36,000—14, 16, 18, 20, 22 or 24 page papers per hour, sheets all inset.

36,000—18, 20, 22 or 24 page papers per hour in two collected sections with variable number of pages in either section.

36,000—16, 20 or 24 page papers per hour in two uniform sections.

18,000—28, 32, 36, 40, 44 or 48 page papers per hour in two to four collected sections.

CONTROL—Complete Kohler system of 12 stations with push buttons for starting, stopping, accelerating from threading speed to maximum speed of the press, built by the Cutler-Hammer Co., of New York.

MOTIVE POWER—One 75-horse-power, three phase induction motor, 550 volts, alternating current.

One 40-horse-power, direct current, auxiliary compound motor, 500 volts.

One 5-horse-power slow-motion induction motor, 550 volts, three phase alternating current.

WEIGHT—Of press with auxiliary machinery, 125 tons.

I AM THE PRINTING PRESS

BY ROBERT H. DAVIS

I am the printing press, born of the mother earth. My heart is of steel, my limbs are of iron, and my fingers are of brass.

I sing the songs of the world, the oratorios of history, the symphonies of all time.

I am the voice of today, the herald of tomorrow. I weave into the warp of the past the woof of the future. I tell the stories of peace and war alike.

I make the human heart beat with passion or tenderness. I stir the pulse of nations, and make brave men do braver deeds, and soldiers die.

I inspire the midnight toiler, weary at his loom, to lift his head again and gaze, with fearlessness, into the vast beyond, seeking the consolation of a hope eternal.

When I speak, a myriad people listen to my voice. The Anglo-Saxon, the Celt, the Hun, the Slav, the Hindu, all comprehend me.

I am the fireless clarion of the news. I cry your joys and sorrows every hour. I fill the dullard's mind with thoughts uplifting. I am light, knowledge, and power. I epitomize the conquests of mind over matter.

I am the record of all things mankind has achieved. My offspring comes to you in the candle's glow, amid the dim lamps of poverty, the splendor of riches; at sunrise, at high noon, and in the waning evening.

I am the laughter and tears of the world, and I shall never die until all things return to the immutable dust.

I am the printing press.

any device that would cause the sheets to smut.

The latest invention for locking the plates with a single movement is applied to the cylinders, which is quite a time saver when even seconds are valuable. The arrangement for inking and distributing the color has twice the capacity of the former press, the distribution being such that the finest half tones and the heaviest type can be printed on the largest editions without any variation. The papers are delivered in bundles of 50 or 25 as desired and the total count registered. They are sent out from one or both folders as convenience and the size of the edition requires. The cylinders are "staggered" so that there is no pounding or jar from the impression cylinders when running and the press can be stopped so that one-half the plates for the entire edition can be put on without moving the cylinders and the remaining plates may all be put on by a single half turn which is brought about by pressing a button. All the inking rollers can be lifted clear of the plates and cylinders by stopping at a certain point. This avoids flattening of the rollers.

A marvelous invention that makes for convenience and safety is the safety lock buttons which any of the men working on the press can press at the point nearest to where he is located. This prevents the operation of the press until he releases the button. To make this clearer, we will suppose that it is necessary for a workman to go between the cylinders or to go under ground where the press is driven and where the danger is greatest. Until this patent was put upon the market the workman was in danger unless someone watched at the controlling point so that the press could not be started while he was in any position where he could receive injury if the press started. This is no longer necessary. Before entering he presses the safety button nearest to him, there being sixteen in all on the press, and he may then

ENTER WITH SAFETY

and it is impossible to start the press from any part or throw in any of the other push buttons until he comes out of his dangerous position and releases the particular button which he locked for his own safety. Although a very small device this special equipment is quite expensive, but the proprietor of The Sun having in mind the safety of the workmen, insisted upon equipping his machine with this modern improvement and all pressmen who have seen it are loud in their praise of the perfection and utility of this humane invention. No one has yet been injured on any printing press where this safety locking system has been installed.

All the gears on the press are machine cut of the epicycloidal pattern so that they roll smoothly without any jar, vibration or backlash. All bearings are lined with phosphor bronze; all the shafts are of forged steel driven into the cylinders by hydraulic pressure. All of the fine working parts subject to excessive wear are of tool steel and gun metal. The machine is the best in every particular that the great firm of R. Hoe & Co. know how to build and they have been acknowledged for generations to be the greatest press builders in the world. A machine of nearly the same capacity of other makes might be installed with a saving of many thousand dollars but the proprietor of The Sun always believes in getting the best, and as everyone who uses fine machinery knows, the best is the cheapest in the end.

While the press is the great big unit in a newspaper plant there are many other machines of wonderful construction necessary in the production of the modern newspaper. To begin with, the linotype machine, which is unquestionably one of the great inventions of the century, has been progressing like all other machinery, and the linotypes in use in The Sun today are entirely different from those with which it started when we went from hand to machine composition. The latest machines installed are of the triple magazine pattern by which six different faces of type are cast by the operator without leaving his seat. These are the only machines of the kind in Lowell and the wonderful product of these machines is seen in the

FINE APPEARANCE

of The Sun. Advertising matter, which was formerly set by hand, is now done almost entirely on the linotype machines, and the devices for producing effects which in some instances surpass the best hand work, are truly marvelous. The equipment and capacity of The Sun composing room is the best in this city and is exceeded only by the large metropolitan equipments.

Two of the latest pattern proof presses are used in both the news and advertising departments and the aerial system of sending proofs to the proof

Lose the Freedom of the Press and all Free Institutions will Perish

room and back is most ingenious and convenient. The makeup department, where the type is put into the pages, is most complete. All the apparatus is new and the benches, tables, racks, etc., were made expressly for The Sun. Some designs drawn in detail by the proprietor of the paper.

The stereotype department is a veritable speed house. The way the men in that part of the plant will grab the form, run it through the matrix roller and under the steam table, dry out the matrix, scorch it and cast the curved plates for the press is enough to make one's hair stand on end. All this they do while hardly moving out of their tracks so conveniently are all the machines arranged for the operation. The complete equipment for making cuts, mounting engravings, making advertising stereotypes, etc., is installed in one end of the stereotype room and these finished plates are passed through a slide to the compositors on the other side of the partition, who have hardly to move from their type cases to receive the new cuts or to have alterations or adjustments made by the stereotypers.

Visitors are welcome at any time to see this process of getting out a daily newspaper and every courtesy will be extended to them consistent with the high pressure work necessary in getting out an afternoon edition. It will be more convenient, however, for all concerned if visitors come during the forenoon.

It has often been asked, "Is all this high speed machinery necessary in a city the size of Lowell?" This is a pertinent question and this is a good place to answer it. In the first place the people of Lowell are in just as great a hurry and just as impatient to get the news as are the people in Newspaper Row in New York. They are the same American people who want the best and they want it right away. The only way to give it to them is to provide the machinery that will produce it with sufficient celerity. It has often been asked why does an afternoon paper require more speed than a morning paper. The answer is very simple. The readers of the morning paper

ARE IN BED

while it is being produced. The readers of the afternoon papers are on the street wide awake and screaming for the news. A matter of ten or fifteen minutes, except in the case of catching trains, is of little importance in the

morning but a ten minute delay in an afternoon paper that is worthy of the name, is enough to put the edition out of existence. Indeed an edition that is fifteen minutes late in some cases might as well be abandoned. Furthermore, the time for delivering an afternoon paper is very limited. Unless the reader gets his paper now in the early evening he is much dissatisfied. When the mills and workshops can shut at six o'clock it was much easier to get

out an edition and deliver it for the evening readers, but now under the 8-hour system shops close at anywhere from 4:30 to 5 o'clock and even the mills are closed and the operatives at home nearly an hour earlier than formerly. They must have their paper when they reach their homes or on their way thereto, otherwise their wants are not provided for.

It may seem ridiculous to the reader, but it is a fact, nevertheless, that the

publishers of afternoon papers are more perplexed over the delivery of the papers than they are over the printing of them. It is possible to put a paper to press and print anywhere from twenty to thirty thousand copies inside of an hour with almost any number of pages, but it is almost impossible to deliver these papers in double that time. The Sun uses every method available with a view to speed regardless of expense, and we are constantly

devising ways and means to get the papers distributed through every avenue in the shortest possible time. Some day underground tube systems may be devised for sending papers to various terminal stations but until something of the sort is provided the great problem of distributing papers, particularly in the afternoon, will be the bugbear of newspaper publishers. The public wants the very latest

news, therefore we are obliged to wait until the last minute on each edition to get in the latest local or telegraph stories in order that the reader of that particular edition may have it, but even then we are often forced for the want of time to leave matter out of one edition holding it for the next in order that the paper may reach our readers on time. One who is down town the latter part of the afternoon

RED HOT PAPER

right off the press but in the suburbs the difficulty is an ever increasing one of getting the latest news to the reader in time to suit his requirements.

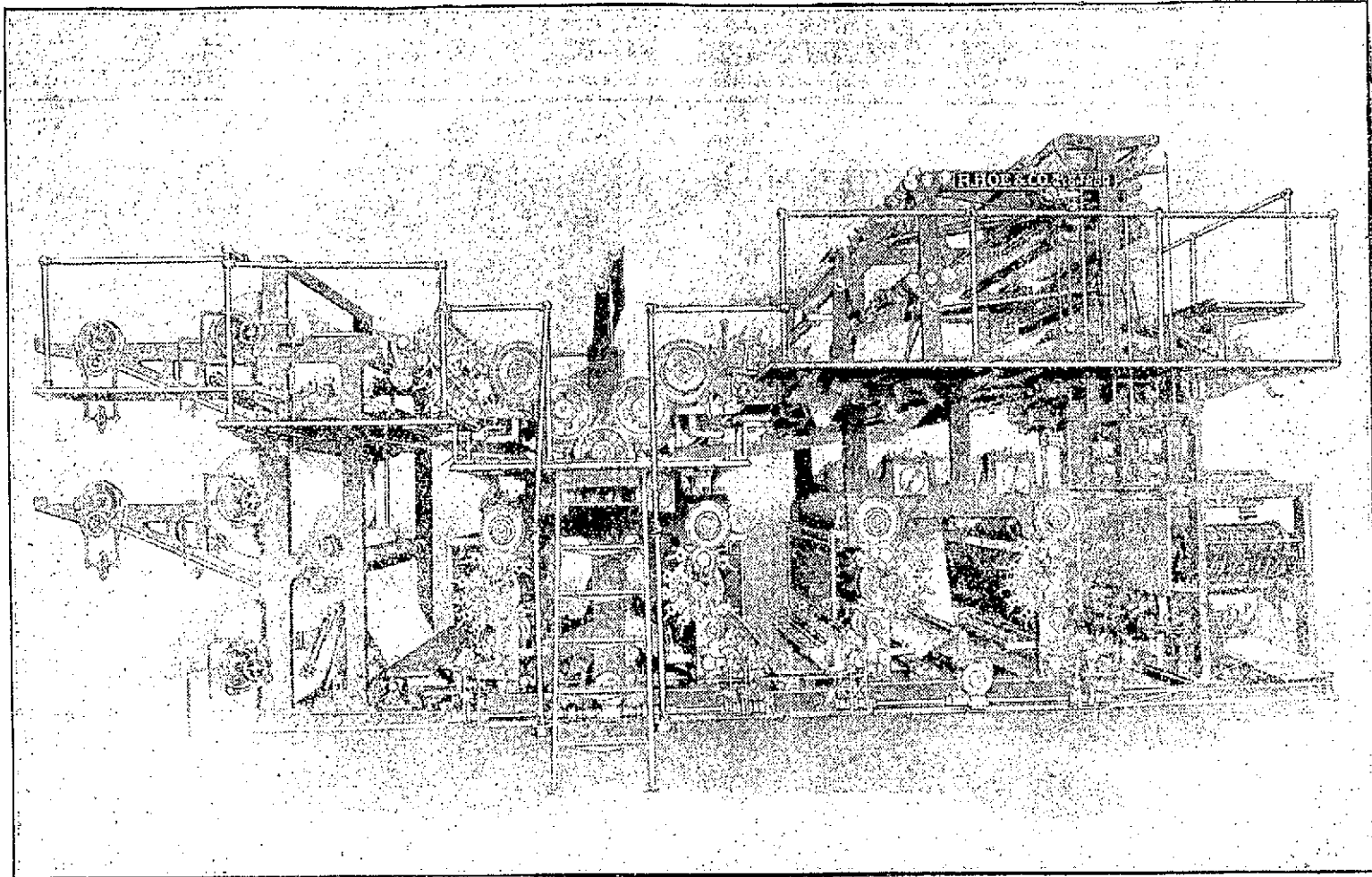
The larger the edition the longer it takes to distribute it. We use the mules to great advantage. Carriers, arcades, delivery wagons, automobiles and every known method of circulating papers have been called into requisition and even with these resources we are sometimes disappointed in delivering as far and as early as we would wish. We are praying for the time when the reader within a radius of ten miles can have his paper within thirty minutes after it is printed. This is the next great problem for the inventor and transportation expert and when it is solved the first to take advantage of any device for rapid distribution will be the publisher of Lowell's Greatest Newspaper.

THE NEWSPAPER AS AN INSTITUTION

Very few people realize the value and importance of a good newspaper to a city and the people. The chief functions of a newspaper are threefold. First to furnish the news both local and telegraphic at the earliest possible moment and in clear, readable form; second, to serve as a medium of publicity for advertisers who want to reach the public; and third, to offer leadership and advice to the people in every important movement through the editorial columns.

It is plain that the larger the circulation of a newspaper, the more valuable it becomes as an advertising medium. This fact has become so patent to publishers and to business men generally that in recent years advertising rates have been regulated by circulation. Formerly a great many people were imposed upon by false claims as to circulation. Lowell business men had their experience in this respect, but The Sun always invited the fullest investigation as to its circulation and of late years it has so arranged its press that an expert watching the "trim" from the sidewalk and knowing the rate of speed could tell how many thousand papers are printed. Moreover, visitors are always welcome to any of the departments.

As an advertising medium The Sun is unsurpassed by any paper in the



SIDE VIEW OF THE NEW LIGHTNING SEXTUPLE PRESS
Showing the Paper Rolls and the Travel of the Webs

C. H. Hanson & Co. INCORPORATED

HORSES, CARRIAGES AND HARNESS



A Thursday Sale at Hanson's, Rock Street

OUR AUCTION SALES

Are held every Thursday in the year (except holidays). They are good for both buyer and seller. If you need a horse, harness or wagon you can get it at Hanson's Thursday sale. If you have anything to sell you can sell it at HANSON'S THURSDAY SALE AND GET YOUR MONEY THE SAME DAY.

We Do Freight Forwarding, Rigging and Teaming

WE MOVED THE SUN—We Worked All Night to Do it.

Night or Day, We are Ready to Work for You.

CARRIAGE and WAGON REPAIR WORK

A little better than other shops, that's the Hanson Work.

TAKE YOUR MOVER WAGONS TO HANSON'S—We have all the parts ready all the time. When we paint them, they look as good as new.

The Lamson Company

161 DEVONSHIRE ST., BOSTON

Works at Lowell, Mass.

All the copy carrying tubes, electrotype lifts, aerial proof carriers and stereotype plate drops used in The Sun Office were built and installed by this company. We also constructed and installed the street bulletin system in use by The Sun.

We are prepared to furnish drawings and estimates for similar newspaper installations at short notice.

Rapid equipment for carrying papers, plates, copy, bulletins, proofs, etc., from one part of the building to another is our specialty. Tell us your needs and we will submit plans and give expert advice on the best means of meeting your requirements.

ADDRESS ALL COMMUNICATIONS TO

The Lamson Company

161 DEVONSHIRE STREET,

BOSTON, MASS.

A Yellow Newspaper is a Nuisance and a Public Menace

state, outside of metropolitan Boston. As a newspaper, The Sun is unsurpassed by any metropolitan paper in the rapidity with which it gets the news into print and delivered to the people. The residents of Lowell have learned to rely absolutely upon The Sun giving them all the news, when

yellow journal, but on the contrary, it has condemned the "yellows" and their methods as one of the most pernicious prostitutions of the press that has ever appeared in this country. While there is a considerable portion of the reading public ready to buy sensational papers in preference to all

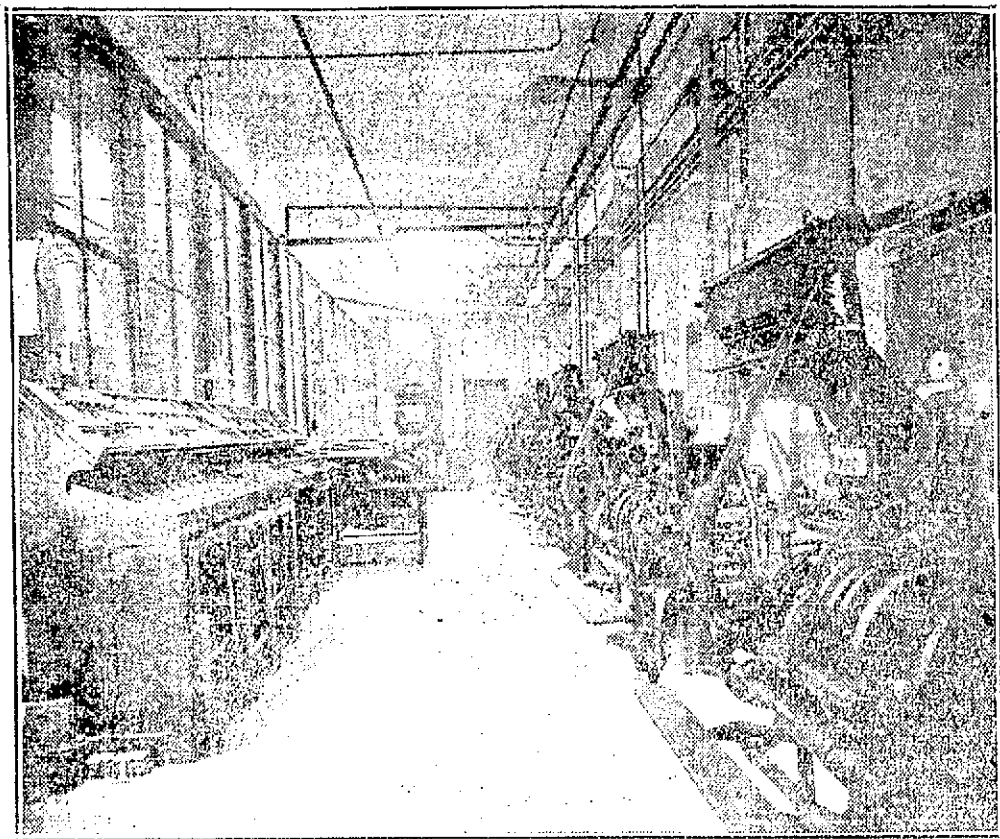
papers, yet some people foolishly supposed that the Boston papers had more or later war news than did The Sun. Those who labored under this delusion and bought Boston afternoon papers in Lowell usually received papers printed either early in the morning or late in the forenoon while The Sun was

filled with a crime that serve only to horrify the readers or to arouse the weak minded to do something similar. That the efforts and the policy of The Sun met very general approval throughout the city of Lowell from its start as a daily, has been fully demonstrated by the manner in which its

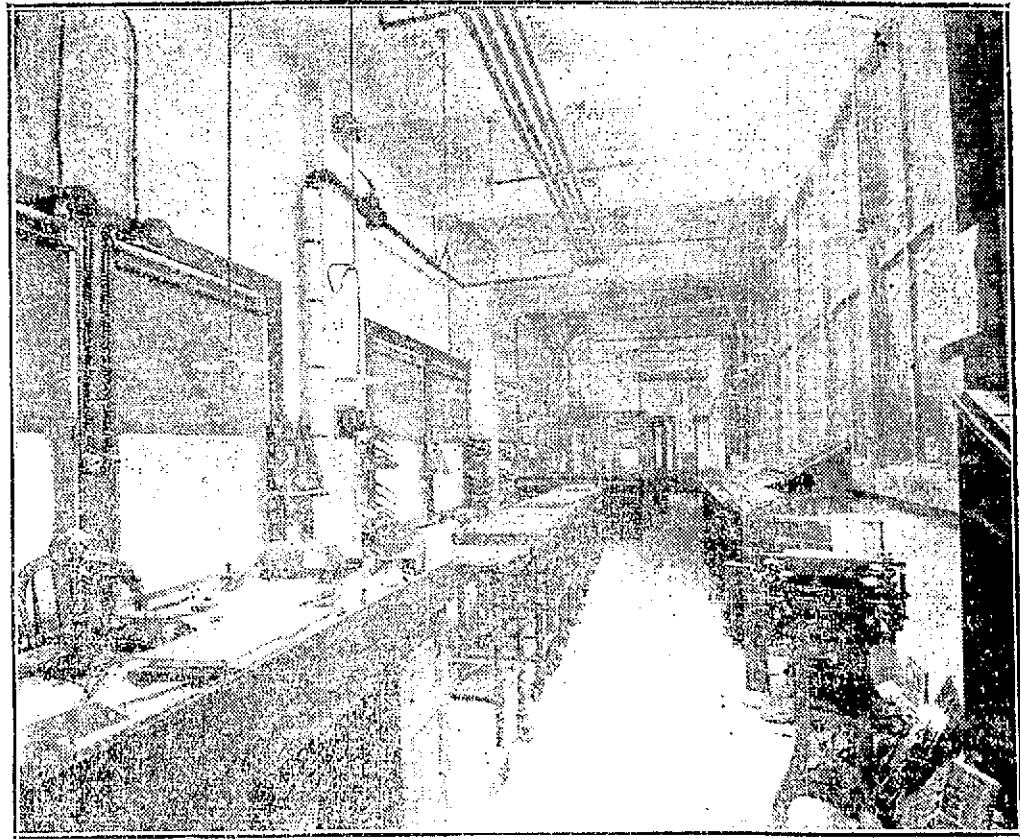
the afternoon Courier, which united to cover the morning field in which the Courier-Citizen has found well earned success. The people of Lowell, including the advertisers, are very much better served by their present local papers than when there were four times as

John H. Harrington, its proprietor, Mr. Harrington is a pusher. He believes that a newspaper should reflect the character of the enterprise of the one man who runs it, and that a newspaper cannot be made a great success unless it is run by one man. His paper is an exemplification of the correctness

news, and its loyalty to the people at all times, standing for their rights and for what it felt and knew to be their best interests whether in politics, in business, or in legislation. Another reason why The Sun succeeds is, that it is owned, guided and directed by one man, whose decision is



VIEW OF THE SUN COMPOSING ROOM



VIEW OF THE "MAKE-UP," SUN COMPOSING ROOM

it is news, not when it is ancient history. The news may be divided into local and telegraphic. Under both heads The Sun shows a wise discrimination as to the limits of decency in the matter presented and in reliability of statement. It has never published fake stories simply to attract attention; it has never wallowed in the sensational for the sake of increased sales, and never adopted the methods of the

others. The Sun has never entered into this element, and the fact is apparently appreciated by the rest of the community which we rejoice to say is greatly in the majority. The Associated Press service of The Sun is the same as supplied to the Boston papers and is in all cases strictly reliable. This war news during the Balkan struggle was published in The Sun quite as early as in any of the Boston

on the street with news dispatches at least four hours later than those published in the Boston papers, offered here for sale at the same hour. Some people are thus fooled because they do not know the advantages possessed by a live local paper for giving the news up to the minute of going to press. The Sun has never made a practice of trying to increase its circulation by publishing scandals or nauseating de-

many rivals dropped out of existence one after another, after a long continued struggle to meet The Sun in competition. First it was The Lowell Star, then The Morning Times, next The Morning Mail, which, however, left behind an evening edition, destined soon to follow its predecessor into oblivion. The Daily News after a varied career also passed off, as did the Vox Populi, leaving but the morning Citizen and

many, all struggling for existence. In a memorable controversy over circulation, an expert came to Lowell to investigate the circulation claims of the different papers. After going through the city and getting the facts, he published the results and had this to say of The Lowell Sun: "The Lowell Sun has the largest circulation in Lowell. It is a one cent evening newspaper. Its success is the work of Mr.

of this theory." We mention these things to show that The Sun has not won its present audience as Lowell's Greatest Newspaper issued from Lowell's best and most beautiful building, without a struggle, in which, however, the outcome was never in doubt as far as the publisher of The Sun was concerned. The secret of The Sun's success has been its promptitude in publishing the

prompt and final in all matters of policy, so that no time is lost in chasing up boards of directors or stockholders to decide upon the paper's policy in regard to any particular question or situation, or any problem that may arise. The Sun is democratic in state and national politics, believing that the democratic party is more devoted to the service of the people than is any

Lowell Gas Light Co.

GENERAL OFFICE - - - - - SHATTUCK STREET
WORKS, SCHOOL STREET
APPLIANCE STORE - - - - - 198 MERRIMACK ST.

We have furnished the inhabitants of Lowell with an uninterrupted supply of gas for over sixty years.

We now serve Lowell, Chelmsford, Draught and Tewksbury.

"LoGasCo" Coke, "LoGasCo" Tarite and "LoGasCo" pitch are also popular products of our works.

"LoGasCo" Coke is the ideal and cheapest fuel for stove, boiler or furnace.

Orders for "LoGasCo" Coke will receive immediate attention

Lowell Gas Light Co.

ESTABLISHED 1842

RELIABILITY

Adams furnished the linoleum for every office in the Sun Building.

The window shades for all the windows in the Sun Building were made and put up by Adams.



Looks Like Hard Wood—Costs Less—Wears As Long

No cracks or crevices where dust can accumulate, no inlays or boards to work loose, warmer and more elastic to the tread than hardwood—

RIXDORFER
Parkett Floor Covering
(IT COMES IN ROLLS)

is the best and most sanitary floor covering for bedrooms, nurseries, dining rooms, libraries, billiard rooms, and all good rooms in the house.

In rolls, 78 inches wide, in beautiful inlaid, natural wood designs; economical, practically "unwearoutable." Easier to clean than carpets or hardwood floors—the ideal floor covering.

Positively the greatest thing ever produced for hotels, clubs, hospitals, schools—every kind of big building where hard wear would put anything else literally "out of business." Great saving as well.

\$1.50 A SQUARE YARD

Let us figure on linoleum for your rooms as we have a variety of designs in inlaid tile effects—plain colors and printed figure linoleums

From 70c to \$1.50 a square yard, all laid.

ADAMS & CO.

FURNITURE—RUGS—CARPETS

Appleton Bank Block

174 Central Street

The Press is the Greatest Bulwark of Human Liberty

other. In municipal politics, party lines have been wiped out and to the people without distinction of party is left the duty of selecting candidates and of electing them afterwards. One has annually particularly in election time. The Sun never does, however, is to bring in a political force, or what involved. But whether the people vote for even worse to advocate both sides

in any of its branches. This may seem a trifling matter but we can state without fear of contradiction, that it represents a loss of thousands of dollars annually particularly in election time. The Sun never does, however, is to bring in a political force, or what involved. But whether the people vote for even worse to advocate both sides

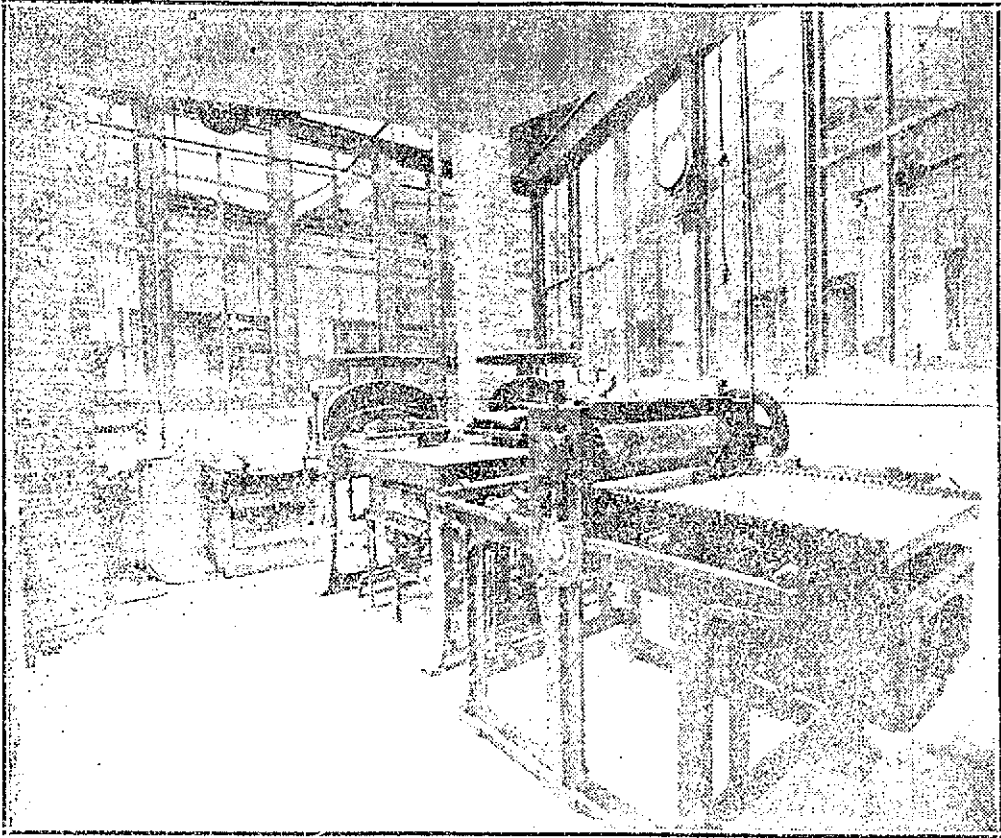
the form of radicalism represented by the I. W. W., syndicalism and other revolutionary movements that are highly injurious rather than beneficial to all workmen. The Sun has always advocated liberal expenditure for education, for public parks, public streets and permanent

relief if one were provided. Another thing which The Sun has steadily advocated is, the diversification of our local industries so that the people may not be nearly so dependent as they have been upon the textile industries which are probably the most sensitive to business and political dis-

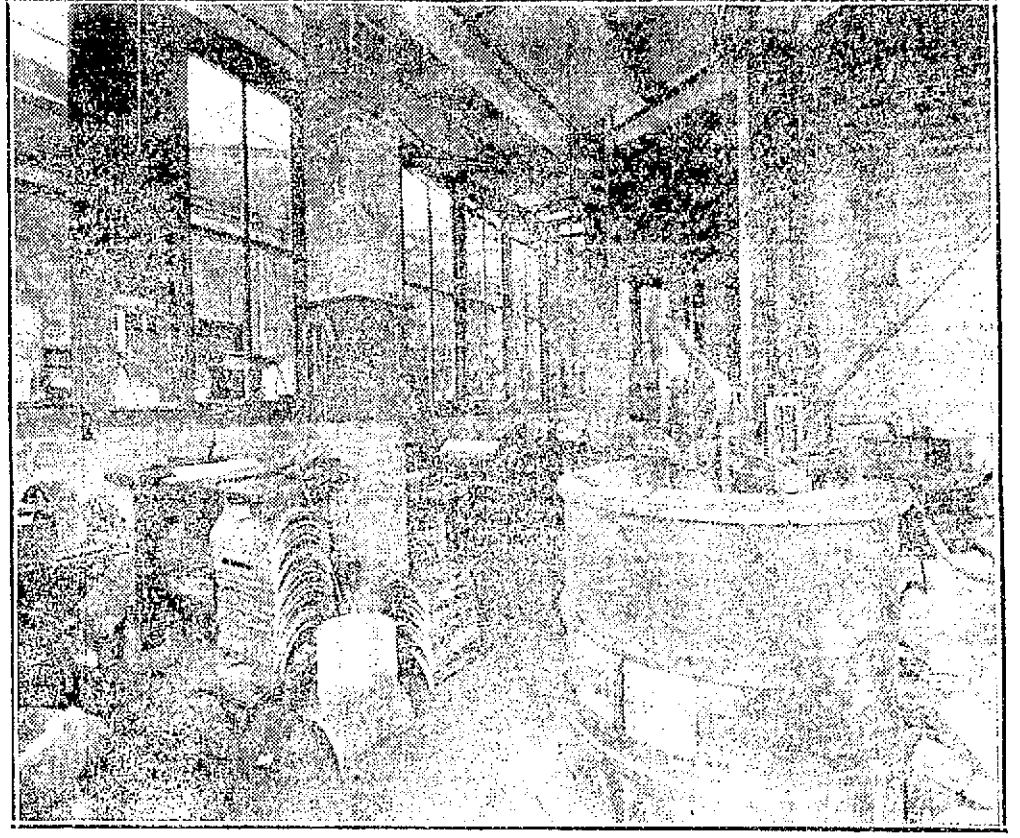
village of North Chelmsford. The Sun's opinions have never been for sale or to let and neither advertisers, political bosses nor corporation magnates have been able to muzzle The Sun, to dictate its policy or to prevent it from denouncing the wrong

cannot get the endorsement of the press, there is an impression that the modern newspaper is controlled by the advertiser and that reporters deliberately lie. The truth is, that the decent newspaper is conducted on as straight lines as any other business. The advertiser does not control the paper's

of his information. The newspaper is such a great aid to clean government that it has become indispensable. Most all of the corruption recently exposed and punished in American cities was first denounced by the press and it was only by the continued criticism of the press



VIEW IN STEREOTYPE ROOM, Where the Matrices are Made



VIEW IN STEREOTYPE ROOM, Where the Plates are Cast

of a question at the same time. The people know where The Sun stands on not four or five, but what it insists every public law and business that upon it is laid to the liquor business. It never runs away from an advertiser. It demands in reference to every other business, that is, the strict enforcement of every law on the books.

The Sun is opposed to the liquor of every law on the books. In its editorial policy The Sun stands in up to the hilt, and the same for fair play to all classes, to the community of people. For this reason, The Sun who work for their daily wage, nor Sun has ever been a party to all sorts of the mill men and others who employ

improvements by which the comforts and conveniences of all the people may be promoted. The Sun is also in favor of a public hall which is so very essential in times of public excitement, public celebrations, conventions and even in political campaigns. If a public hall would relieve the citizens of the disturbance and annoyance of street corner rallies, then it would be a great

improvement. We are gratified to find this movement making rapid progress, a fact that may be judged from the steadily increasing number of our shoe shops and other industries recently established. To promote this growth and afford greater facility for more men who adopt various methods of deceiving the public and getting elected to office under false pretences. In some quarters, chieftains among the dupes of unscrupulous politicians who

or defending the right. The Sun has never betrayed the people and if they always followed its advice in disregarding political shams and humbugs, they would not be deceived. To promote this growth and afford greater facility for more men who adopt various methods of deceiving the public and getting elected to office under false pretences. In some quarters, chieftains among the dupes of unscrupulous politicians who

policy and any paper so controlled would be unworthy of publication. Reporters are beyond question one of the most reliable classes of men in the entire community and if untruths or inaccuracies appear in their reports, it is because those from whom they seek the truth, tell untruths. The reporter's position depends upon his being at least as reliable as the sources


that it was throttled in San Francisco, in St. Louis, in Philadelphia, in Chicago, New York and other cities. Were it not for the criticism and vigilance of the press corruption would become rampant throughout the land. The service which the honest newspapers have rendered in this respect has been of incalculable value to American cities. Yet these newspapers

BARTLETT & DOW HARDWARE DEALERS

216 Central Street, Lowell, Mass.

All the paper roll lifts for The Sun Press, together with the equipment for dropping the rolls into the press room, were furnished by us. We also furnished the best and most satisfactory hardware used throughout the building.

THE FAMOUS CORBIN DOOR CHECKS for which we are sole agents were installed after a competitive test against all the leading makes in the country.

 We can serve you if you want hardware of any kind, in any quantity.

DESTRUCTIVE COMPETITION IS

often monetary—
price combining
factor and consid-
eration as well.

RESULT

Dissatisfaction on
part of buyer or
seller and usually
distrust on both
sides.

WHICH SIDE ARE YOU ON

There is no half-
way. Either you
approve or disap-
prove

BUT

your judgment
will tell you upon
which side the sta-
bility of business
depends.

CONSTRUCTIVE COMPETITION IS

rarely monetary
—service being the
controlling factor
and money the
consideration.

RESULT

Co-operative satis-
faction in that buy-
er and seller both
profit.

Personally we're strong for the constructive and if you are working along the same lines, to get in touch with you would be a pleasure. Just phone 2244 or write.

BARR ENGRAVING COMPANY

53 BEECH ST.,

LOWELL, MASS.

 MAKERS OF THE SUN ENGRAVINGS

A Free Press is the Palladium of the People's Rights

do not get credit for their work in behalf of clean government.

When some ministers thought of getting out an ideal newspaper and undertook to publish a paper such as in their opinion Christ himself would publish were he on earth, the result was not nearly as good even from the Christian standpoint as hundreds of papers published by laymen throughout the year without any pretence to religious motives.

Next to the church the press is the greatest power for good in the land and its work should not be scoffed at,

minimized or misrepresented, because of the shortcomings of a small number of unprincipled newspapers or by the frothings of the yellow journals and sensational sheets which make a specialty of scandal and scurrility.

THE FLAGS OF ALL NATIONS

Since the erection of the new Sun building it has been the custom of the proprietor to float the flags of all the leading nationalities represented in our population from the flagstaff of the building on their respective national festival days with the Stars and

Stripes above them. For this practice there is a special reason.

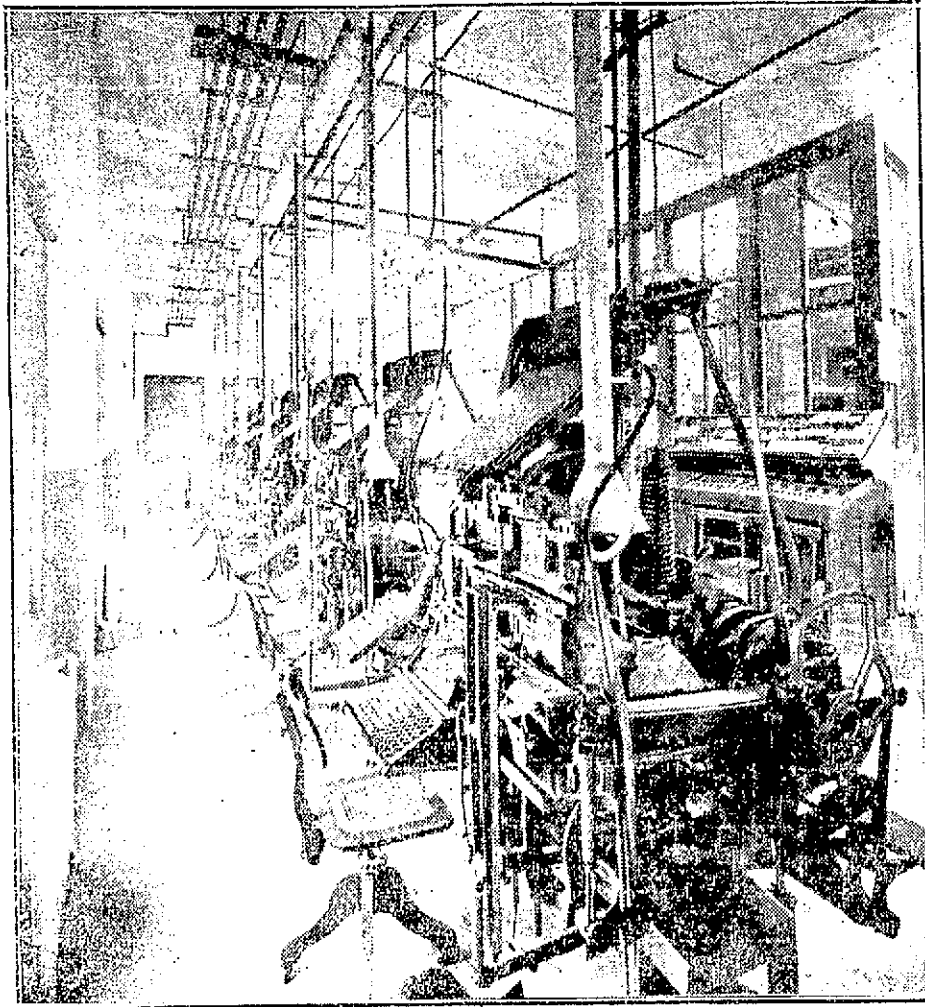
In carrying out this idea of floating the flags of all nations from the flagpole of the Sun building, some difficulties had to be encountered that are not at first apparent. Mr. Harrington decided that if the innovation was to be entirely successful, no nation of any importance was to be overlooked, and he turned over to the manager of the building the task of providing the various flags. Many firms in America advertise themselves as makers of the flags of all countries but their cat-

alogues almost invariably showed that some important emblems were missing. Accordingly in some cases the representatives of foreign nations acting in some official capacity in this country were communicated with, and the result was that stored in the Sun building are the flags of practically all the nations that claim a flag, waiting for their respective days of celebration to wave above the home of The Lowell Sun.

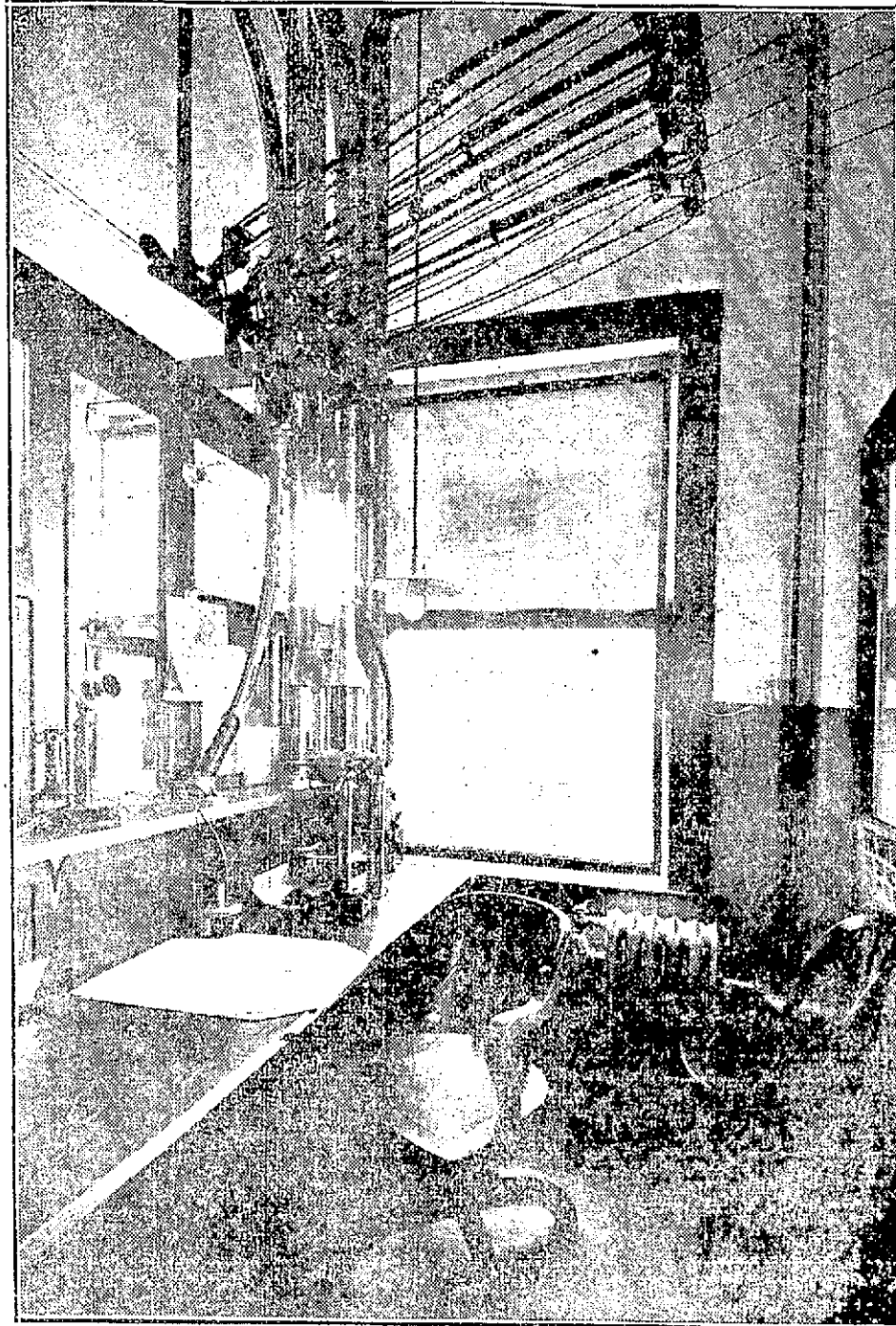
Another problem was to decide the proper day on which to fly the flag of some country whose chief festival was not clearly defined. Many members of some race when interviewed held different opinions as to what might be considered the national holiday, and to decide the matter the problem was again referred to the consul or ambassador of the country whose chief holiday was under consideration. In this way the proper day was clearly established beyond the shadow of a doubt. Some nations have fixed holidays such as our Fourth of July, but in other cases the birthday of a king or emperor is officially celebrated as the greatest day in a national sense. In some countries the anniversary of the birth or death of some great national hero is held especially sacred. The manager of the Sun building has had an excellent opportunity to add to his fund of historical and geographical knowledge by the authorities he has consulted and the many letters received in his quest of national flags and the proper day or date on which to float them from the flag pole of the Sun building—under the Stars and Stripes.

It is with a look of surprise, and in many cases of delight blended with some tender emotion, that hundreds have looked up from the busy streets to see an unusual emblem floating from the summit of Lowell's highest and most beautiful building since its completion. It may be the brilliant blue and white flag of Greece, the tricolor of France, the red, white and green of united Italy, the fair flag of Sweden, the emerald green of Ireland with its golden harp, the many-barred flag of the New China, or any of the others which have heretofore been strangers to most of our people. These flags have added a touch of genuine sentiment to our prosaic business life and they have meant much to those who have reasons to love them as strongly as those which bind the hearts of our own people to Old Glory, the proudest flag of them all.

The floating of the flags of all nations from the summit of the Sun building is typical of the spirit that will mould the people of all races coming to our shores into a grand Amer-



BATTERY OF LINOTYPES, SUN COMPOSING ROOM



CITY EDITOR'S DESK
Showing Tubes for Carrying Copy and Sending Bulletins

SOME OCCUPANTS OF THE SUN BUILDING

MISS
Katharine F. Hennessy
LADIES' HAIR DRESSING PARLOR
MANICURING, FACIAL MASSAGE
ROOM 602, SUN BUILDING Lowell, Mass.
HAIR AND SCALP TREATMENT

Miss Anna Ouellette
GOWNS AND ROBES
ROOMS 701-702 SUN BUILDING
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C. M. SAUNDERS
CHIROPODIST
ROOM 608 SUN BUILDING
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J. F. DRURY,
General Manager
We have men and women
operators in all the principal
cities of the country.
Telephone connection.
**BOSTON CRIMINAL and COMMERCIAL
INVESTIGATORS**
ESTABLISHED 1890
DIVORCES, BLACKMAILING, ACCIDENT
Criminal Cases of All Descriptions
SUN BUILDING MERRIMACK SQUARE

Mary Dunlap-Leighton
MILLINER
ROOMS 905-906 SUN BUILDING

CHRISTIAN SCIENCE READING ROOM
ROOMS 401-402 SUN BUILDING
Open every afternoon from 2 to 5, and on Monday and Saturday
evenings from 7 to 9—Sundays and holidays excepted.
A cordial invitation is extended to the public to visit the rooms, and
opportunity afforded visitors to read or purchase the authorized literature
on Christian Science.

Bennett Silverblatt
ATTORNEY-AT-LAW
ROOM 803 SUN BUILDING
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LAW OFFICE OF
Frederick P. Marble
SUN BUILDING, ROOMS 805-808
LOWELL, MASS.

Telephone Connection
WILLIAM D. REGAN
ATTORNEY-AT-LAW
803 SUN BUILDING LOWELL, MASS.

Tyrants Dread an Honest Press More Than a Hostile Army

ican citizenship. Those who come to America from distant climes, dazzled perhaps by the greater opportunity here or the promise of freedom, bring in their hearts love of country and love of kindred. Feelings of reverence for national memories are blended with their deepest and holiest thoughts. They should not be told that in the abandonment of reverence for what they have held sacred lies their only chance to adopt the qualification of American citizenship. While they are being urged to love and respect all that America gives them they should be shown that America will respect their feelings and traditions. The foreigner who comes out of the mill or workshop tired and dispirited after a hard day's work will be made a better American, if on raising his eyes he sees floating on the summit of the Sun building, under the protection of the American flag, the symbol that to him means so much that is holiest and dearest in life. The veneration of an adopted citizen for his mother land as represented by her flag may be compared to his love of his mother, while his devotion to the United States may be likened to the love of his wife. That a man venerates the flag of his motherland does not detract from his loyalty to the Stars and Stripes. Therefore we say, long may the flag of all nations float from our flag staff in the free air of America over the hosts of foreigners and descendants of foreigners, all loyal to the Stars and Stripes.

MAGNIFICENT OIL PAINTINGS

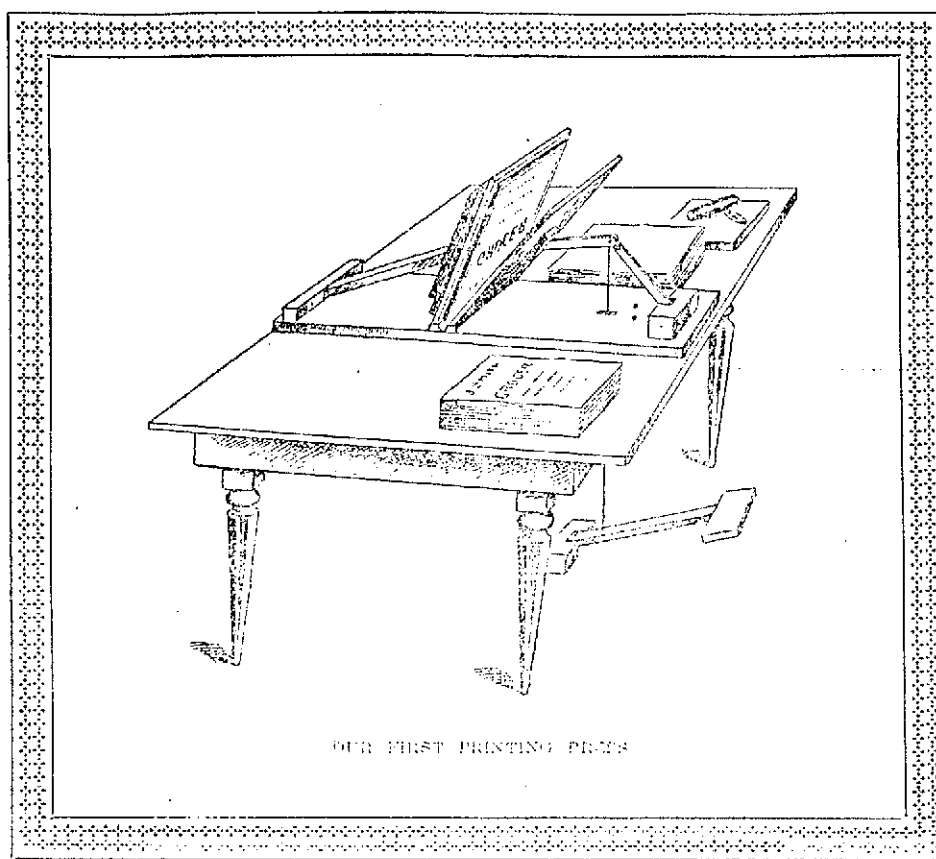
Two magnificent oil paintings have been hung in the business office of The Sun and on account of their artistic merit and the interesting local subjects treated, they have elicited a great deal of favorable comment. Reproductions of these paintings appear on pages 1 and 2 of the third section of this issue of The Sun. They are very appropriate for a newspaper office, showing, as they do, in the most artistic manner the source of our water power as "the cause" and a long line of factories on the river bank as "the effect"—explaining our location and industrial growth as a great textile city.

One of the paintings represents Pawtucket Falls, which, as all know, is the beginning of the water power system of Lowell; the other, the mills on the Merrimack, taken from Bridge street on the Centralville side, showing the raceways through which the water passes after turning the turbines.

The paintings are each about twelve feet long and the perspective is so true and the coloring so artistic that both scenes are pronounced wonderfully accurate and faithful in every detail. The lights and shades of the ever-changing landscape hues are brought out with a degree of artistic technique that is indeed very rare.

Both paintings are the work of the well known local artist, Mr. John L. Coggeshall, and are generally conceded to be his masterpieces.

The proprietor of The Sun commissioned Mr. Coggeshall a year in advance of the completion of the Sun building, to produce these two paintings. The work was started in his studio at Amesville on Cape Ann, near Gloucester, where Mr. Coggeshall



OUR FIRST PRINTING PRESS

spends the greater part of his time and does most of his work, but both canvases received their final touches in his Lowell studio.

Both paintings are made from special sketches and studies by Mr. Coggeshall and they are conceded to be faithful reproductions of the beautiful scenes they depict. The view of the Falls includes a perspective view from the bridge up the river reaching almost as far as North Chelmsford. The foliage on one side and the active boating scene on the other make a beautiful subject. The Vesper club boathouse, the ice houses, and even the steamer departing for a trip to the island, are shown in a most faithful manner.

The rocks on the Pawtucketville shore, which represent over two weeks of study and labor on Mr. Coggeshall's part, are so very faithfully done, that residents in that vicinity actually pick out the formations to the minutest detail. The scene represents early summer on the river when the Falls and the surrounding country are at their best.

The painting of the mills takes in the entire stretch from Centralville bridge to Aiken street bridge, including the Merrimack and Lawrence mills, with all their stories, bellies, chimneys, raceways, etc., depicted with a realism that bespeaks the master touch of the artist. The reflection of the chimneys in the moving water is conceded to be a most marvelous work of the artist's brush, and the coloring is so true as to almost lead one into believing that he is standing on Bridge street viewing the actual scene.

OUR FIRST PRINTING PRESS

Adjoining is a sketch of the first press built and operated by the proprietor of The Sun and his brother in 1866. It was built of wood with iron braces and erected on a common kitchen table. The work of construction was carried on nights and occupied about three months, the boys being obliged to work in the mill in the day time. Through the center of the table ran an iron rod connecting the handle of the press with the impression lever which was operated by foot. The inking of the type was done by hand and the press was used for printing paper bags, business cards, etc. The capacity of the press was about 200 impressions an hour. The boys worked on the press nights after their day's labor in the mill, and it generally took about three or four nights to print 1,000 paper bags, for which they received the nominal sum of 75 cents. Two thousand impressions a week was the average output of their little printing office, which was situated in the attic of a tenement building in Market street on the site of the brick structure now owned by the heirs of Mr. N. J. Wier. The size of the sheet which it was possible to print was about one-quarter of a page of The Sun.

Everything has a beginning and every good thing has a small beginning. The little press illustrated above, built and operated by two boys in an attic forty-eight years ago, was the real beginning of The Lowell Sun. Thoughtful people will need no better illustration of the wisdom of the prophet who said: "Despise not the day of small things."

SOME OCCUPANTS OF THE SUN BUILDING

A WELL dressed letter or form letter will sell more goods than a well dressed salesman.

My mission is to produce more business for you Mr. Busy Business Man. Mine isn't the common place sort of work—it has the snap and pulling power that always attracts well done work.

TYPEWRITING, MULTIGRAPHING, MAILING, ADDRESSING, FOLDING

MARIE SHINKWIN

PUBLIC STENOGRAPHER

711 Sun Building

Telephone 971

THE SUN BUILDING BARBER SHOP

"The Classiest Shop in Town"

Absolute Cleanliness—All Instruments Sterilized. The Most Attractive, Sanitary and Up-to-date Barber Shop in Lowell.

CHAS. H. GLIDDEN, Prop.

15 Prescott Street, Lowell, Mass.

ABEL R. CAMPBELL



Optical Service

In every trade, profession or branch of work, there are found a few men who have special training, education or education are better prepared to serve you in their line than the multitude of others in the same field.

Optometry requires special ability in both professional and mechanical work and men who are fitted to do both equally well are scarce.

With a thorough training in the Philadelphia Optical College, the most complete equipment for eye examination on the east now located in Lowell's most modern office building, I furnish glasses with a thorough examination for \$2, \$3, \$4, \$5 and up.

SUMNER H. NEEDHAM, O. D.

OPTOMETRIST

301 SUN BUILDING

Hours: 10 to 12, 2 to 5 and 7 to 8:30

Telephone 1280

Established in 1890

Delorme,



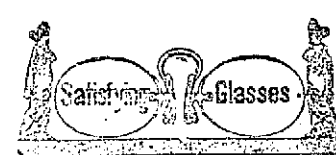
=THE= HATTER

Invites the public to come and examine his work in Repairing Old Hats and Finishing New Ones in Silk, Straw and Felt, at

SUN BUILDING, 15 PRESCOTT STREET

Telephone 2643

Straw Hat Bleaching a Specialty



That's the kind you want, that's the kind you get, if I make them. If you wear glasses, are you satisfied that they are fitted to your eyes, are the lenses made the proper shape to look good on you. Have they given your eyes that relief which you expected they would.

Can you read and work without any effort of the eyes. Can you attend the theatre without your eyes becoming tired and aching.

I can put your old lenses into a new mounting at a very small cost, or furnish new glasses complete and examine by my most improved method for \$2, \$3 and \$4.

J. H. ROGERS

OPTOMETRIST

502 SUN BUILDING

When You Break Your Glasses Tel. 2654

JOHN P. QUINN

COAL, OTTO COKE and KINDLING WOOD

OFFICE 404

SUN BUILDING

Office and Yards Gorham and Dix Streets.

Prompt Service.

Telephones 1180 and 2180

JOHN H. ADRIAN

DISTRICT MANAGER

Mass. Bonding and Insurance Co.

Fidelity and Surety Bonds. Insurance of All Kinds

BEST ACCIDENT AND HEALTH INSURANCE

POLICY ON THE MARKET

Established reputation for prompt and liberal payments to

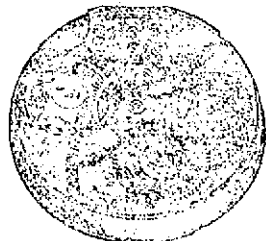
POLICY HOLDERS

304 SUN BUILDING

TELEPHONE 1307

Watchmakers and Engravers

OUR WORK IS OUR BEST ADVERTISEMENT



305 SUN BLDG. Tel. 1730

WATCH, CLOCK AND JEWELRY REPAIRING. DIAMONDS AND WATCHES. WEDDING RINGS.

D. J. DUANE

LAW OFFICES OF

J. Gilbert Hill

810-812 SUN BUILDING

Attorneys-at-Law

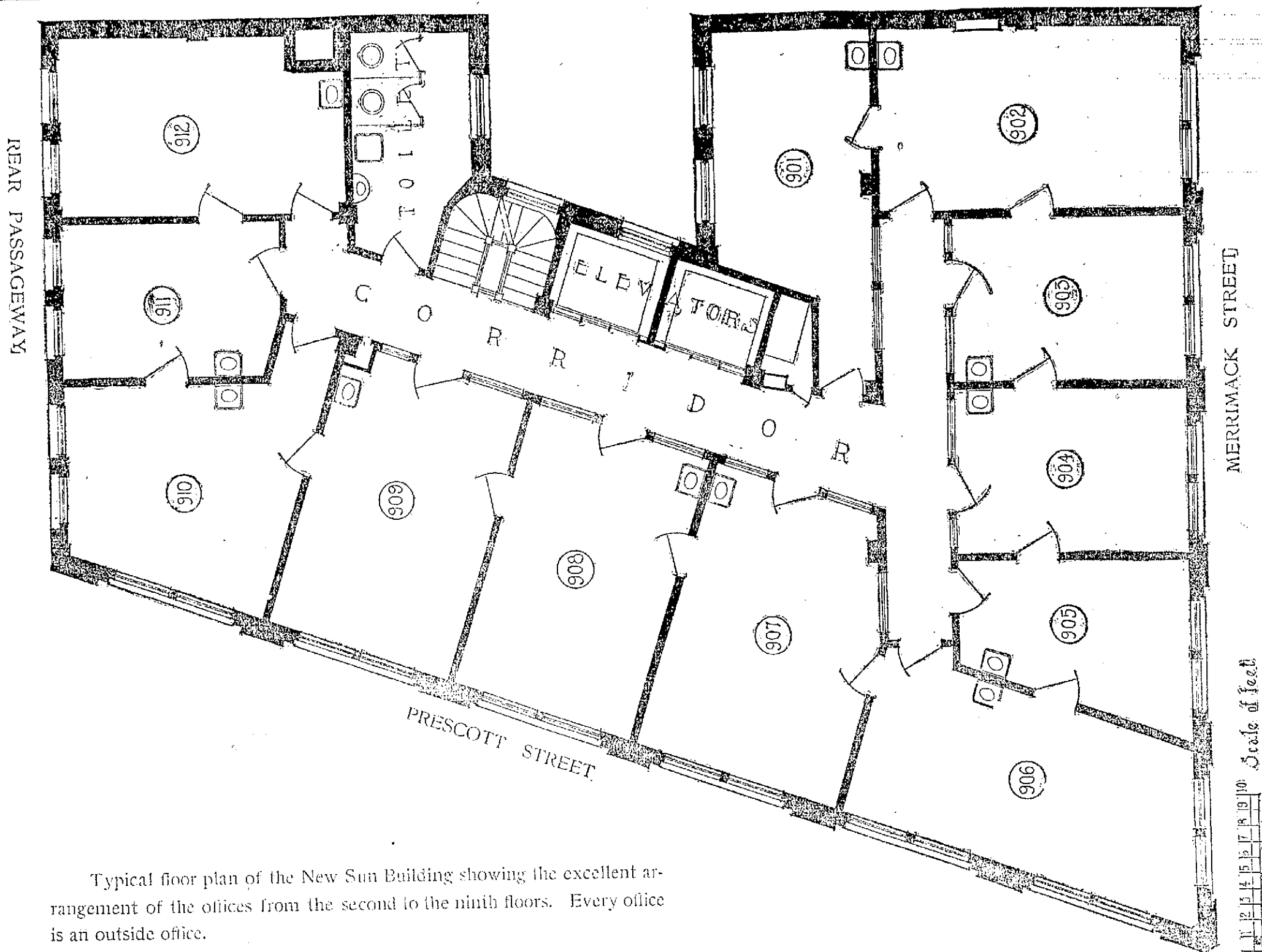
805-808 SUN BUILDING

FREDERIC A. FISHER

FREDERICK P. MARBLE

EDWARD FISHER

CHARLES L. HILDRETH



Typical floor plan of the New Sun Building showing the excellent arrangement of the offices from the second to the ninth floors. Every office is an outside office.

JOHN J. SULLIVAN

LOWELL'S LEADING TAILOR

SUN BUILDING



CUTTING AND SALES ROOM

High Grade Custom Clothes

Showing a wide variety of special designs in thoroughly reliable foreign and domestic fabrics, different in design, novel in decoration and up to the minute in style. Drop in and see them.

DR. ALLEN

SUN BUILDING

Knows But One
Dentist in Lowell
Who Can Do Ab-
solutely Painless
Dentistry.

EU-COLA DOES IT

LOWELL THE HOME OF INDUSTRY

STORY OF THE SPINDLE CITY

Lowell a Pioneer in the Great Textile Industry of the World

A Hive of Busy Workers and a City of Contented People

Many excellent histories of the city of Lowell have been written by men and women who have been desirous of paying the tribute of lasting remembrance to the city's founders, as well as to relate the narrative of her progress from the earliest days. Furthermore, these accounts have dealt with every phase of the city's growth and prosperity.

It is not our intention to write another history of Lowell. Believing, however, that some of the most important and most noticeable bits of Lowell's history are unknown or at least but dimly guessed at by many citizens, perhaps because business cares, and interest in the future of the city have prevented a delving into her past, it is The Sun's intent to summarize the various periods of the city's

progress as briefly as possible into a Story of Lowell that will left the souvenir Industrial edition of her greatest newspaper.

That Lowell has grown to her present important position among the industrial cities of the country is due to two principal facts, namely, the quality and fine stamina of her founders and her citizens, and the wonderfully favorable topography of her location. In regard to the latter fact, we glean from the histories the accounts of the discovery of the Merrimack

and Concord rivers, and from subsequent settlements we are aware that the first of these hardy colonists from whom are directly descended many of the present residents of "The Spindle City," realized the great value of instituting a settlement at the junction of the Merrimack and Concord rivers. Thus, the abundant water power of the two streams is one of the prominent factors in the city's greatness. One historian, familiar with the writings of Herodotus of Egypt and the Nile, makes use of that ancient writ-

er's phraseology in calling Lowell "a more romantic chapter in this remarkable story." Those who are familiar with America's early history and more especially with the deeds of the first colonists who settled in New England, are aware that Lowell and Lowell men have contributed their generous share to the glowing pages of the record, not by the pen, but by acts of bravery and patriotism which have since the days of the first men, inspired the wielders of the pen.

Centuries ago, when Powwacket Falls, a

reformed the favorite fishing ground of the Indians, the very center which we now refer to as "The Square" may have been the site of the central part of one of the Indian villages; perhaps at the very spot where now towers THE SPLENDID SUN BUILDING may have been erected the wigwam of the chief, with his subjects busily engaged in recording for the eyes of the other tribes, and the coming generations, the great deeds of the proud redskin leader, by means of blanket

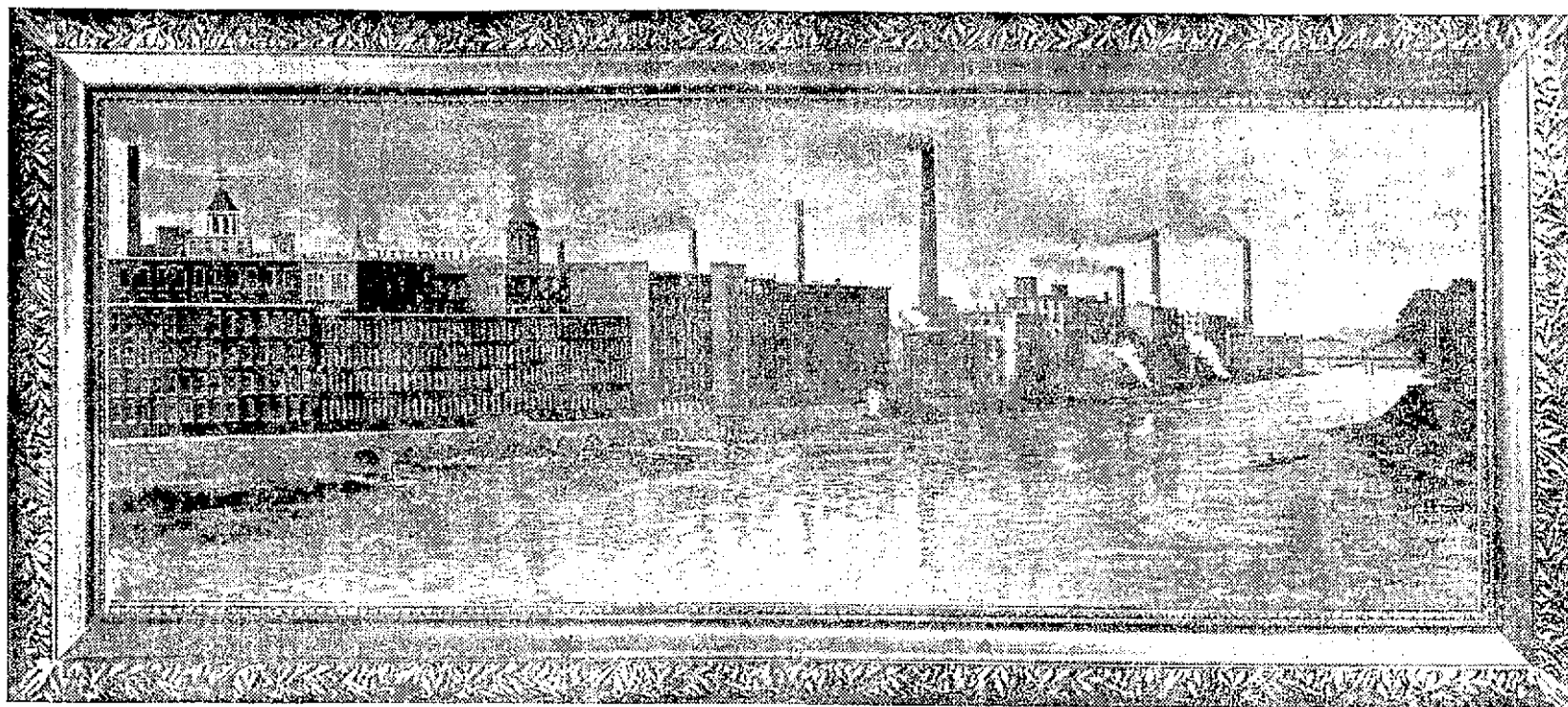
LOWELL GOODS ARE FAMOUS

Sold in All the Great Markets of the World and Never Excelled

The Standard of Excellence for Three Generations and More

that time the ground was not shaken by the humming of a great press, and the typographic art was yet to be evolved to a point where four editions a day would emerge from the spot where the wigwam stood.

We might begin with the discovery of the Merrimack river, which took place under the auspices of Henry the Fourth, known as Henry the Great, whose reign is recorded as one of the most brilliant in the annals of France. In the year 1605 Pierre Du Gua, Sieur de Monts, a prominent Huguenot chief, was created Lieutenant-General and vice-admiral and vested with the powers of governor of New France, which at that time embraced our eastern and middle states, together with the Dominion of Canada. This new dominion was then called Acadia.



MILLS ON THE MERRIMACK RIVER AT LOWELL, MASS.
From Coggeshall's Great Painting in The Sun Office

Merrimack Manufacturing Company

FOOT OF DUTTON STREET

INCORPORATED 1822

CAPITAL \$4,400,000

HERBERT LYMAN, Treasurer

53 State Street Boston, Mass.

SELLING AGENTS

LAWRENCE & CO., BOSTON AND NEW YORK

JUDE C. WADLEIGH, Agent

GOODS MADE

PRINTS, CORDUROY, VELVETEENS, MERCERIZED
GOODS, MISCELLANEOUS CONVERTING
GOODS, ETC.

MERRIMACK MFG. CO., HUNTSVILLE, ALABAMA

Mills Owned and Operated by this Company

INCORPORATED 1825

Hamilton Manufacturing Company

JACKSON STREET

CAPITAL \$1,800,000

ARTHUR R. SHARP, Treasurer

201 DEVONSHIRE ST., Boston, Mass.

CLARENCE WHITMAN & CO., SELLING AGENTS, NEW YORK

KINDS OF GOODS MADE

Flannels, Ticks, Stripes, Drills,
Shirtings and Combed
Hosiery Yarns

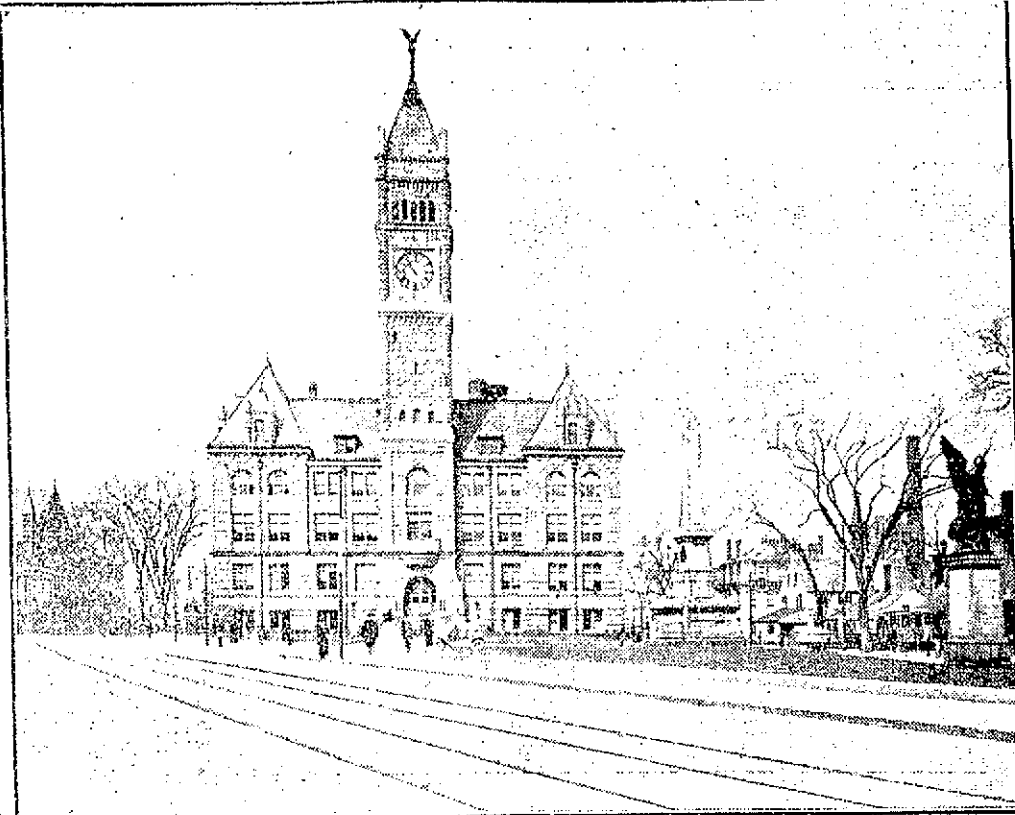
THE CITY OF TIRELESS ENERGY

On the seventh day of March, 1804, a party of men, led by Mr. Cabot Lowell, set out on a journey to the Merrimack river, with the purpose of establishing a colony in the territory which is now the city of Lowell. The party arrived early in the morning and found the country a wilderness. They were met by a party of Indians, who were engaged in conversation with the newcomers. The Indians told them of the Merrimack river, and of the fact that the country was a wilderness. They also told them of the fact that the country was a wilderness.

gaged in conversation with the Indians, who told them of the Merrimack river, and of the fact that the country was a wilderness. They also told them of the fact that the country was a wilderness. The party then proceeded to the Merrimack river, and found the country a wilderness. They were met by a party of Indians, who were engaged in conversation with the newcomers. The Indians told them of the Merrimack river, and of the fact that the country was a wilderness. They also told them of the fact that the country was a wilderness.

From the earliest days of settlement, the Merrimack river has been a source of life and energy to the city of Lowell. The river has been the lifeblood of the city, and the city has been the lifeblood of the river. The Merrimack river has been the lifeblood of the city, and the city has been the lifeblood of the river. The Merrimack river has been the lifeblood of the city, and the city has been the lifeblood of the river.

THE CANAL WALK. The Merrimack river has been a source of life and energy to the city of Lowell. The river has been the lifeblood of the city, and the city has been the lifeblood of the river. The Merrimack river has been the lifeblood of the city, and the city has been the lifeblood of the river.



CITY HALL, LOWELL, MASS.
Showing Hall and Whitney Monument and Statue of Victory.

who had gained the confidence of the Indians by their kindness, and evident lack of desire to rob them, in order to secure the Indians from being dispossessed of their lands, procured the passage of an act by the general court, setting aside a certain territory, which included a portion of the land upon which our city now stands, for the exclusive use of the Indians. The general court later modified the bounds of the Wampanoag reservation, and of the town of Chelmsford, and a ditch, traces of which are said to be still visible, was cut to mark the boundaries of the reservation.

The section of territory known as PORT HILL, received its name from the fact that at one time it was the site of a fort

built by the Indians from New Hampshire, headed by Wampanoag, as a protection against the Mohawks from whom they feared an attack. Later occurred the terrible war known as King Philip's war, in which many were killed. During this war Billerica was uninhabited, but Chelmsford was on more than one occasion visited by partisans of King Philip, and once several buildings were burned. Two sons of Samuel Varnum, living in what is now Braintree, were shot by Indians while crossing the Merrimack in a boat together with their father. Later both Billerica and Tewksbury suffered from raids of hostile Indians, and several of the inhabitants were killed.

As has been said before, one of the

principal factors of the growth and success of Lowell as a manufacturing city, is its remarkable location at the junction of the Merrimack and Concord rivers, and this fact is emphasized in all the histories that have been written. Long before Lowell was incorporated even as a town, those whose study of the country, and whose interest in the manufacturing industry led them to examine the Merrimack river to determine the value of its power, unanimously decided it to be

AN IDEAL LOCATION for manufacturing. Naturally, it appears to have been a case of the mills first and then the town. The story of the men who became interested in the manufacturing possibilities shall be reserved for another section to deal

with the history of the mills, with one exception, that of Francis Cabot Lowell, after whom our city was named. Francis Cabot Lowell was the originator of cotton manufacturing as we have it in America today.

Mr. Nathan Appleton and Francis Cabot Lowell met in Edinburgh, Scotland, the former on a business trip to Europe, while the latter was forced to take the trip because of the feeble condition of his health. Mr. Lowell realized the importance of the manufacturing industry as a source of national wealth and determined to make a special study of the conditions, examining machinery, etc. His intent was to introduce the methods, with improvements, no doubt, in the United States and he confided this plan to his friend, Mr. Appleton. Mr. Lowell had previously been engaged as a merchant in Boston.

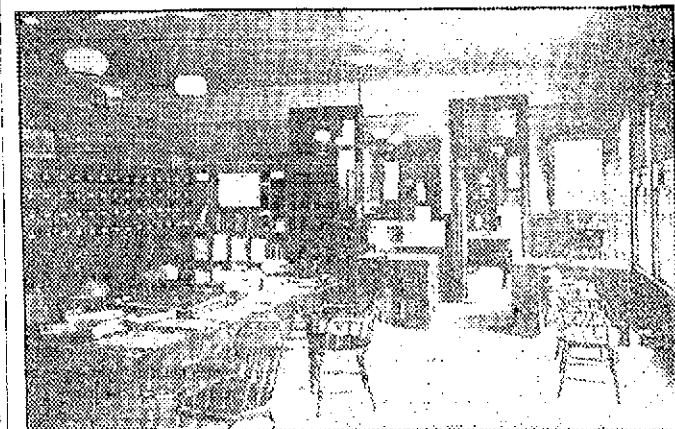
Not long afterward Mr. Lowell returned to Boston, with the belief that the cotton manufacture, then monopolized by Great Britain, could be successfully introduced in this country. He realized that the conditions in general were better here for the project, than abroad; that the water power was more abundant, that the raw cotton could better be produced here, and taking also into weighty consideration, the progressive spirit of the American people, he set about at once to put his ideas into practice and confided in his brother-in-law and fellow townsman, Patrick Tracy Jackson. Here is material for thought for the

Jackson eagerly assented (this was about 1813), and the result was the incorporation of Messrs. Lowell, Jackson, Appleton and others as the

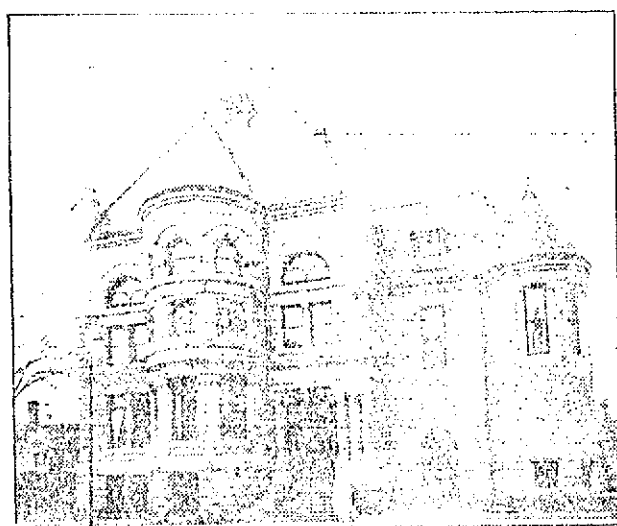
BOSTON MANUFACTURING CO., with a capital of \$100,000. Water power was purchased at Waltham and the power loom was successfully started in 1814, just about 100 years ago. We shall not go further into detail now regarding the carrying out of this project, but will simply state that the materialization of the ideas of Mr. Francis Cabot Lowell was successful in the highest degree. Thus was the man after whom our city was named, well worthy of having named to his memory and honor, so great a manufacturing and industrial center as Lowell.

It is hard for us of this age to comprehend Lowell as a part of Chelmsford, but such was once the case. By the spring of 1826 the new village of East Chelmsford was rapidly outgrowing the town of Chelmsford of which it was a part, and it became more and more evident that it was too far removed from the township's center. The growth of this eastern portion continued until division became desirable. The new town was created in 1826 and was called Lowell after the founder of the famous Waltham enterprise. It was on March 1st of that year most of East Chelmsford was

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Bridge and Merrimack Streets, Lowell

CAPITAL - - - - - \$3,000,000

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LOWELL THE CITY OF PROGRESS

people of this city today, to whom the mention of Chelmsford brings up a far different picture. Here, too, is an interesting bit of history for the consideration and study of the men who delight in the contemplation of civic and industrial growth, the fact of one small division of a town outgrowing the township, being divided, made another town and growing into a flourishing city. Herein is where the wisdom and excellent foresight of the men mentioned in the Waltham and Lowell manufacturing projects are shown in their selection of sites.

LOWELL WAS MADE A CITY

In the year 1836 and the first mayor was Elisha Bartlett. This was the second great mark of its wonderful growth. The territory comprising Lowell had since its first incorporation as a town been augmented in 1834 by that portion of the city now called Belvidere, which was annexed from Tewksbury. In 1851 Centralville was annexed from Dracut, and in later years Middlesex Village and also some other portions of the town of Dracut were annexed, and in 1886 192 acres were taken from Tewksbury and in 1906 Wigganville, leaving the city as it is today.

LOWELL'S CANAL SYSTEM

A glance at the origin and development of the city's waterways would be most appropriate, following the account of the mills for the operation of which they furnish the power.

Today we have a canal system that is generally acknowledged to be the best in the country; like many other things, these artificial waterways have become a part of the city and hold forth no wonders to the gaze of the ordinary citizen who concerns himself more with the consideration of present profit than with the circumstances and methods of their origin. One can today walk but a very short distance through the heart of the Spindle City without crossing one or more of the branches of our canal system.

The location of the city at the point of union of two important rivers was most favorable for the successful establishment of an artificial system of water power. There are, moreover, several smaller streams, which are important factors in the story of the mill development.

To get at the very beginning of the

WATERWAYS HISTORY

of Lowell, one must go back approximately a century and a quarter to a



PAWTUCKET FALLS AT LOWELL ON THE MERRIMACK
From Coggeshall's Great Painting in The Sun Office

period considerably previous to the incorporation of Lowell as a town. The first important waterways project we hear of, which, by the way, is recorded as the first undertaking of the kind in the country, was set on foot as far back as 1792 by the Locks and Canals company, an organization that played a most important part in the early history of this district, and which at the present time is recognized as a leading factor in the industrial development along the Merrimack river.

This company was organized under the name of the Proprietors of the Locks and Canals on Merrimack River. Its incorporators were Dudley A. Tyne, William Coombs, Joseph Tyler, Nicholas Johnson and Joshua Carter. The

act of incorporation conferred upon these men certain extensive privileges, such as the power to take land by right of eminent domain, and other powers. This was at a time when what is now Lowell was a part of Chelmsford.

The incorporation of this company was primarily for purposes of navigation but as afterward developed, the use of the canals which it constructed were more important in the furnishing of water power than as means of transportation. Their intention was to facilitate the bringing of products of the country above us on the river down to the sea shore. To this end they constructed the Pawtucket canal, starting at a point on the Merrimack river near present Vesper boat house.

This Pawtucket canal followed the course of the present canal across Broadway, thence parallel to Middlesex street, passing near the Lowell Machine shops, to the Middlesex yard, and finally emptied into the Concord river. According to accounts the Pawtucket canal was completed in October, 1796. It contained four locks, was 1½ miles in length and cost \$50,000.

For a comparatively brief period this canal served as an important means of transportation. The company did considerable business in transporting logs from the great forests of the north to the central markets of the east. The rapid growth of the eastern portion of the country at that time was causing a great demand for lumber to be used in the construction of buildings, and

this aided in promoting the business of the new canal. As has been said before, the undertaking was the first of its kind in the country and for this reason was of deep interest.

All in all, nevertheless, the canal proved hardly successful as a means of navigation, as will be explained in succeeding paragraphs in this account. At this point, however, we must return to an important incident already related in the story of the mills, wherein this Pawtucket canal was given mention. Messrs. Appleton, Jackson, Kirk Boott and Paul Moody visited the canal to inspect it, their interest having been aroused by information furnished to Paul Moody by Ezra Worthen in the event of the former's visit. Shortly following their

visit of inspection, the determination to attempt to acquire the possession of the property was formed and in this they were successful, as has already been related. These men were later incorporated as the Merrimack Manufacturing company. Thus the bearing which the Locks and Canals history has upon the history of the city is evident. We have, by starting from the building of the first canal at the Merrimack, arrived at the period which witnessed the erection of the first mill in the territory which now comprises a portion of our flourishing city.

But to return to the development of the water system, it has been said that the Pawtucket canal, if we weigh only its importance as a means of transportation, was hardly successful. The

reason for this is the fact that a few years after its completion,

THE MIDDLESEX CANAL

was ready to carry lumber and other produce to the better markets of Boston.

The projectors of the Middlesex canal were incorporated in the year 1793 as the Proprietors of the Middlesex Canal. Work of building this new waterway was begun in September of 1794 and the work was completed in 1803. This canal was thirty feet wide and four feet deep. It contained twenty locks and was spanned by about fifty bridges. The cost of it is recorded as \$500,000, a portion of which represented land damage claims. The route of this waterway is described as follows: Starting at Charlestown mill pond it passed through Medford, crossed the Mystic by means of a wooden aqueduct of 100 feet, to Horn pond in Woburn, traversing Woburn and Wilmington, crossing the Shawshen by an aqueduct and struck the Concord, from which it received its water at Ellierie mills. It entered the Concord by means of a stone guardlock, crossing with a floating towpath and passed out on the northern side through another guardlock. Thence it passed through Chelmsford to the Merrimack. Its entire length was 27½ miles. The canal was formally opened in 1801 and discontinued in June, 1833. Many prominent men of the time were stockholders and for a time it proved most profitable. In later years, though, there occurred a drop in the value of the stock. The coming of the Boston and Lowell railroad marked the downfall of this canal company.

Projectors of the mill industry soon set about the construction of canals for water power purposes. The first canal built by them, after they had acquired the rights to the Pawtucket canal from the original proprietors of the Locks and Canals company, was from the basin near the railroad bridge near Dutton and Fletcher streets, down Dutton street, under the Huntington hall site to the Merrimack Manufacturing company. This canal was about 2,580 feet long and was built in 1823. It was the first of several built for manufacturing purposes. It supplied power to the Lowell Machine shop, Merrimack company, Grist mill, and others. Three years later another was built from the basin, or "swamp locks" down the side of what is now Jackson street, fronting the Appleton and Hamilton companies. This was

Lawrence Manufacturing Company

INCORPORATED
1831

INCORPORATED
1831

NORTH END OF SUFFOLK ST., LOWELL, MASS.

CAPITAL - - - - - \$1,250,000

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Boston, Mass.

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EDWARD MARTIN, Assistant Superintendent

GEORGE E. AMES, Mechanical Superintendent

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UNDERWEAR, HOSIERY AND
HOSIERY YARN

Tremont & Suffolk Mills

INCORPORATED
1831

SUFFOLK ST., LOWELL

CONSOLIDATED
1871

CAPITAL - - - - - \$2,000,000

JACOB ROGERS, President
CHARLES F. YOUNG, Treasurer
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and Warp Yarns, Men's Fleece Lined Knit
Underwear.

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Number of Looms..... 6,000
Cotton used per week, pounds..... 700,000

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OPERATE THIRTEEN MILLS

LOWELL THE CITY OF OPPORTUNITY

about one-third of a mile in length. Later a short canal was built from the Merrimack to the Lawrence street, where the Carpet company's yard and still later another was opened following along Suffolk street to the present location of the Lawrence Manufacturing company. The great canal, now called the Northern canal, was constructed in 1846, being built for a way parallel with the river, near Pawtucket Falls, and ending at Suffolk street, where it forms a supply for the Suffolk street canal. The basin near the Lowell Machine shop, known as the swamp locks, was utilized to a large extent in the building of the canal. With the completion of this system, the growth of the section was remarkable.

Lowell, which now has 16 1/2 miles of waterways, is sometimes referred to as

"THE VENICE OF AMERICA."

The canals and rivers divide the city into seven islands, six of which at least, are thickly populated.

Lowell has also played an important part in the agitation of a movement for the perfecting of still another waterway system, namely the deepening of the Merrimack river from Lowell to the sea, which has been the subject of widespread discussion in Boston and the cities of the Merrimack valley for the past few years. There have been hearings on this matter in which Lowell was always strongly represented, and the city never failed to play her important part in any movement for the good of the district.

At present this move is still being contemplated by the government and through efforts of the Lowell board of trade, the Merrimack Valley Waterways association and other similar organizations, the legislators of the district and the national authorities have been kept constantly in mind of the proposed improvement, which it is believed, would greatly reduce freight rates and the cost of transportation, and promote the growth of Lowell and her sister cities along the Merrimack river.

It is our hope that progressive Lowell will soon have added a big share of the glory of this project to her already long list of notable public achievements.

The story of the mills and other manufactures which derive their power, and in fact, their very existence, from the Merrimack river, is but the story of the city's origin and growth, told in another way.

How Nathan Appleton and Francis

Cabot Lowell met in Edinburgh, Scotland to the chroniclers, Patrick Tracy Jackson became deeply interested in the river and the other for his health, has already been described, and the reader two men, and several others put money has been told in a measure, how the idea of it. Mr. Lowell's mind concerned two young men produced the plans, itself more with the technical side of

hensive study of the conditions of the industry in Great Britain. Rather are we concerned with the conclusion that it could be better, more economically, and more successfully carried on in the United States. The establishing of the Boston Manufac-

America and Great Britain. Rather are we concerned with the conclusion that it could be better, more economically, and more successfully carried on in the United States. The establishing of the Boston Manufac-

We are told that a century ago the greater portion of the land along the rivers, and even where are today situated principal parts of Lowell, was given over to agriculture. The only power derived from the currents of

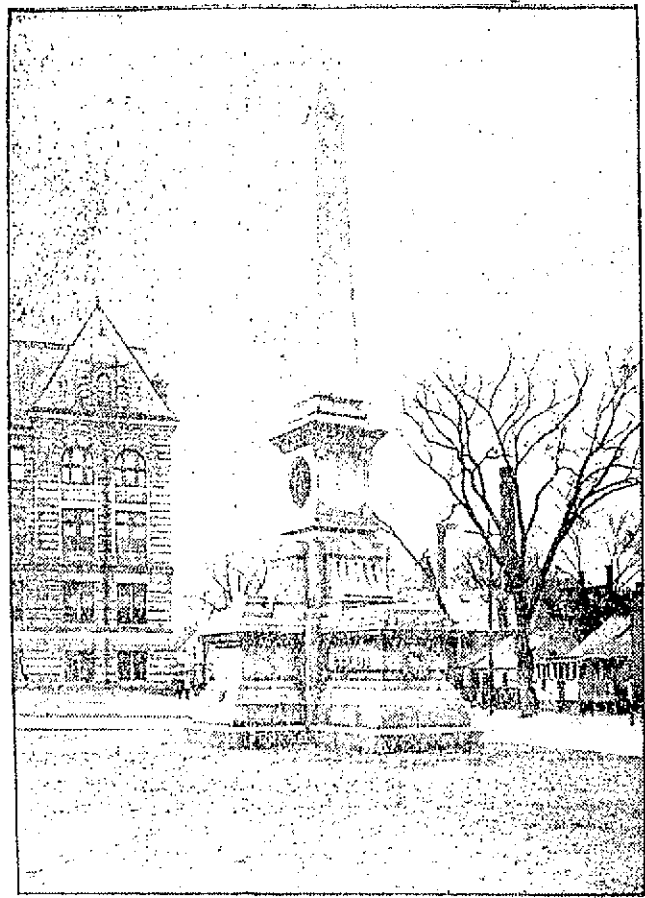
ers was a brand new step, and a most important one in mill history. Mr. Lowell proposed the law placing a duty upon imported cotton fabrics, and this resulted in the protection of the American Manufacturers against the competition of England. The whole credit of the progressive policy of the company is attributed to Mr. Lowell. He had further large plans, but did not live to see the realization of them.

FRANCIS CABOT LOWELL died September 2, 1817, at the age of 16 years.

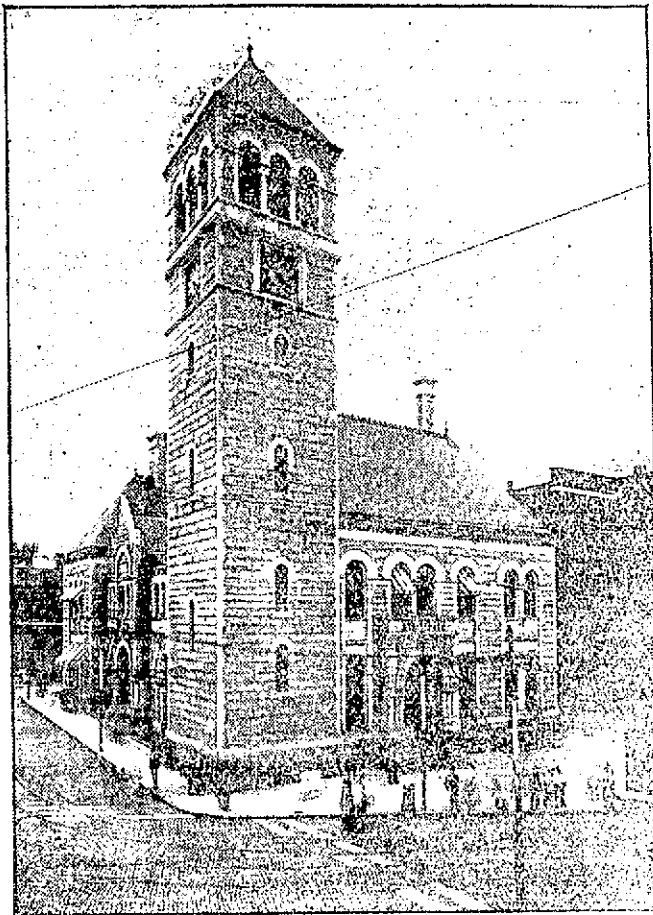
Messrs. Appleton and Jackson of the company at Waltham, remained, however, and were highly elated over the success of their first big enterprise. In 1821 they set about seeking water power for even greater establishments along similar lines. Mr. Paul Moody and became connected with this company, and on one occasion, while visiting Ezra Worden, outlined his plans. Mr. Worden mentioned the Pawtucket canal at Pawtucket Falls, saying that it would give the company all the power of the Merrimack river. Together the two men inspected the canal and Mr. Moody described it to Mr. Jackson on returning to Waltham. Mr. Jackson, ever on the alert, was soon convinced that a large manufacturing town could be built up, quick to act, he at once got into communication with Thomas St. Charles, of Newburyport, agent of the Pawtucket Canal Co., and secured an option on most of the stock of that company.

All of these names, which are being mentioned here so frequently in connection with the history of the development of the mill industry in Lowell, are familiar at the present day. Most of them are now perpetuated as names of streets, parks, or monuments, and are pronounced each day by thousands of people. For instance, there is Appleton street, there is Jackson street, and we recall numerous others. We wonder how great a proportion of the population of Lowell is aware of the great significance which the original names of these names carried in the making of Lowell history. Moreover, we trust that this general account, in our souvenir industrial edition, which is available to every person, may be of some benefit in increasing the proportion of those familiar with the city's famous men and founders.

The project of Messrs. Lowell, Appleton and Jackson grew and prospered, new ideas came constantly, evolved. One important feature was the introduction of raw cotton, in place of the spun yarn, with which the place of the spun yarn, with which the steady humming of the wonderful mechanism within the huge structures, of their own yarn by the manufacture the Boston company. A large amount



LADD AND WHITNEY MONUMENT



LOWELL POSTOFFICE

which later took root in the fertile ground of the progressive spirit of every labor and other conditions closely American business men and grew and connected with the manufacturing industry branched out into the chief industry district. The chief points investigated of the east, and one of the greatest by Mr. Appleton were those having to do with the commercial side of the existence in the minds of the two men. In 1811-12, England monopolized the in Scotland, materialized at Waltham, cotton manufacturing industry. Mr. Mass., was a brilliant success, accord-

Lowell, however, who made a compre-

ting Co. at Waltham in 1811 by Lowell, Appleton, Jackson and others was the first step in the demonstration of the theory arrived at by Francis Cabot Lowell. The project, of course, met with many difficulties, which, however, only served to increase the energy of its promoters.

But we are not celebrating a history of Waltham, nor are we going to give a survey of the manufactories of

of mills, it is difficult to imagine the appearance of that same river 100 years ago as described in the records. At present, throughout the course of the stream in Lowell, the banks of the Merrimack and Concord are the towering brick walls of the great mill buildings while the sounds of the flowing waters are obliterated by the

steadily humming of the wonderful mechanism within the huge structures.

the rivers was that which operated a few sawmills, grist mills, or smaller establishments of similar kind.

The project of Messrs. Lowell, Appleton and Jackson grew and prospered, new ideas came constantly, evolved. One important feature was the introduction of raw cotton, in place of the spun yarn, with which the place of the spun yarn, with which the steady humming of the wonderful mechanism within the huge structures, of their own yarn by the manufacture the Boston company. A large amount

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Scientific and practical training in all processes of textile manufacture including all commercial fibres. Complete three-year diploma courses in Cotton Manufacturing, Wool Manufacturing, Textile Designing, Chemistry and Dyeing, Textile Engineering.

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Positions attained by Day Graduates 1899-1912.

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Instructors, Textile or Industrial Schools.....	13
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Mill Treasurers and Agents.....	9
Mill Superintendents.....	20
Mill Assistant Superintendents.....	7
Mill Foremen of Departments.....	16
Assistants to Superintendents.....	2
Mill Auditors and Accountants.....	5
Mill Clerks.....	3
Second Hands.....	9
Textile Designers.....	15
In Commission Houses.....	6
Salesmen.....	6
Purchasing Agent.....	1
Managers.....	10
Chemists, Dyers and Chemical Salesmen.....	41
In Government Employ.....	6
Electricians.....	1
Industrial Engineers.....	6
Mill Engineering.....	10
Trade Journalists.....	3
In Business, Textile distributing or incidental thereto.....	7
Other Business.....	15
Writers.....	1
Students.....	3
Married Women.....	3
Textile Manufacturing, Unassigned.....	16
Employment not known.....	15
Not employed.....	3
Deceased.....	5
Total.....	272

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1870

1914

DANIEL GAGE

ICE

WOOD

LUMBER

Pawtucket Street, Lowell, Mass.

LOWELL THE CITY BEAUTIFUL

of land needed for water power was also purchased.

The men at that time made some tentative plans, and a large number of prophesies. All were enthusiastic because of the far reaching possibilities of the new scheme. One made the prophecy that some of them might live

Paul Moody and John W. Boott. They made a visit to the canal and realized the possibilities of the place.

On February, 1822, these gentlemen and others were incorporated as the MERRIMACK MANUFACTURING CO. with Warren Dutton as president.

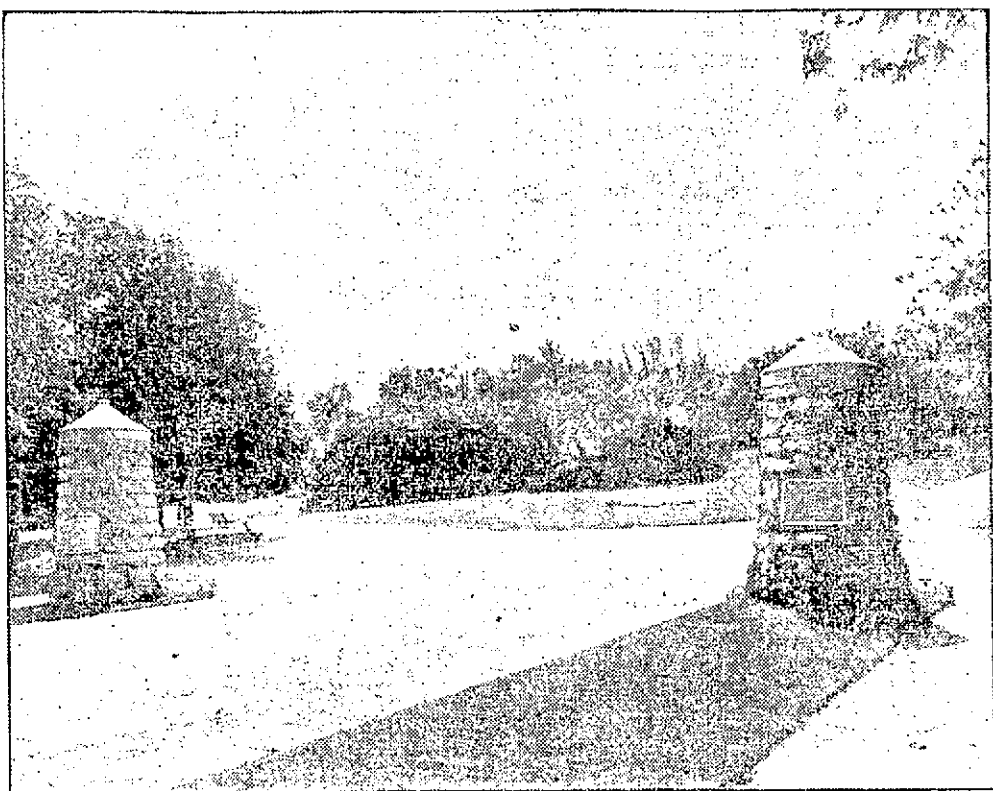
Boston in 1791 and had received an education in the famous Rugby school in England. He studied for a time at Harvard college. He served for a time in the British army, fought under Wellington in the Peninsula war. When the wars of Napoleon ceased, Boott resigned his commission and returned to

part. Death, however, which came to him in 1821, prevented him from seeing the greater results of his plans. Mr. Worthen was succeeded by Warren Colburn, well known as the author of excellent works on Arithmetic. His connection with the mill also had its

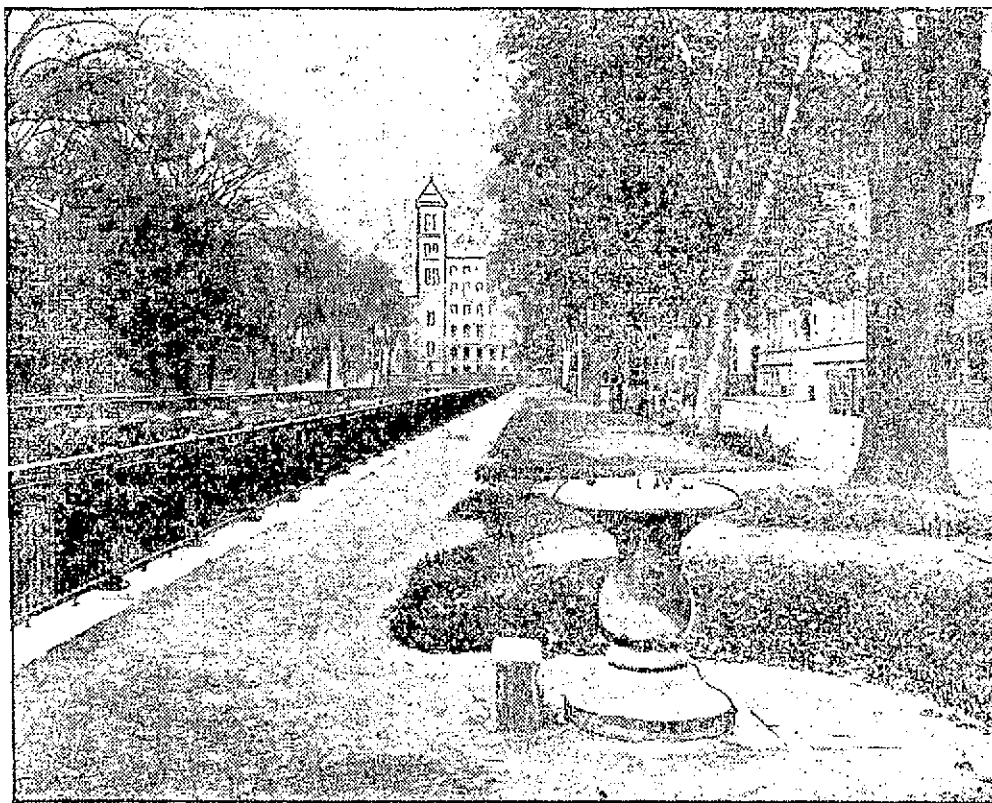
ganized and incorporated practically all of the important mills of the city today. The Merrimack Manufacturing company bore the distinction of having been first. Two years following the beginning of its operation, the Hamilton Manufacturing company was organized with William Appleton as

Ayer as treasurer, and Thomas S. Shaw as agent. In the same year that witnessed the organization of the Tremont mills and the Suffolk mills, the Lawrence Manufacturing company was started and of this, too, William Appleton was the first treasurer. William Austin was the first agent. John

the Middlesex company; Lowell Bleachery was incorporated in 1833 with John Clark as treasurer and Jonathan Derby as agent. The Lowell Machine shop, which had been in operation for some time, was incorporated a few years later. Such was the wonderful character of



ENTRANCE TO FORT HILL PARK



A VIEW IN LUCY LARCOM PARK

to see a town of 20,000 people at that spot. Others said that the place was destined to become the Manchester of America. As it happened, Mr. Appleton did live to see 10,000 people here. As to the other prophecy, the "Manchester of America" is undoubtedly Lowell.

Engaged in the project at that time were Nathan Appleton, Patrick T. D22. The first treasurer and agent Jackson, Kirk Boott, Warren Dutton, was Kirk Boott. Boott was born in

Their capital was \$500,000, which is more than four times as great as the present day. The Pawtucket canal was widened and deepened and a dam was built across the Merrimack at Pawtucket Falls. Many improvements were made. The first mill of the company was completed and was put in operation about the first of September.

operation about the first of September. The first mill of the company was completed and was put in operation about the first of September.

Boston in 1817. He then came here as agent of the mill, having been an intimate friend of Jackson and for a long time figured prominently in the making of Lowell history.

Ezra Worthen, the first man to suggest the utilization of the power of the Merrimack for the mill industry, was the first superintendent of the Merrimack company. In the formation of which he had played so important a

good results.

In the work of establishing a manufacturing town on the Merrimack which was so successfully begun in 1822 by the incorporation of the Merrimack company and the actual manufacture of cloth.

REMARKABLE ADVANCE

was made during the following 17 years, during which period were or

the first treasurer and Samuel Bachelier its first superintendent. Four years after that the Appleton company was incorporated, and William Appleton was treasurer of this company, too. Then in 1831 came the Tremont mills and the Suffolk Manufacturing company, each as a separate company. They were operated independently for a period of about forty years when they were consolidated with Dr. J. C.

Amory Lowell was the treasurer of the Gofft mills, which were incorporated in 1835, and the agent was Benjamin F. French. Four years later, the Massachusetts Cotton mills were incorporated with John Amory Lowell as the first treasurer. Within that period, too, were started other important manufacturing concerns. There was the Lowell Manufacturing Co., commonly called the "Carpet Co.,"

this period of building and development at the beginning of Lowell's history. One can readily imagine the busy state of affairs that would accompany the incorporation of all of these mills, and the construction of buildings within which to carry on the manufacture of cloth. Great opportunities were offered the young men of the surrounding towns to obtain profitable employment in this era, and

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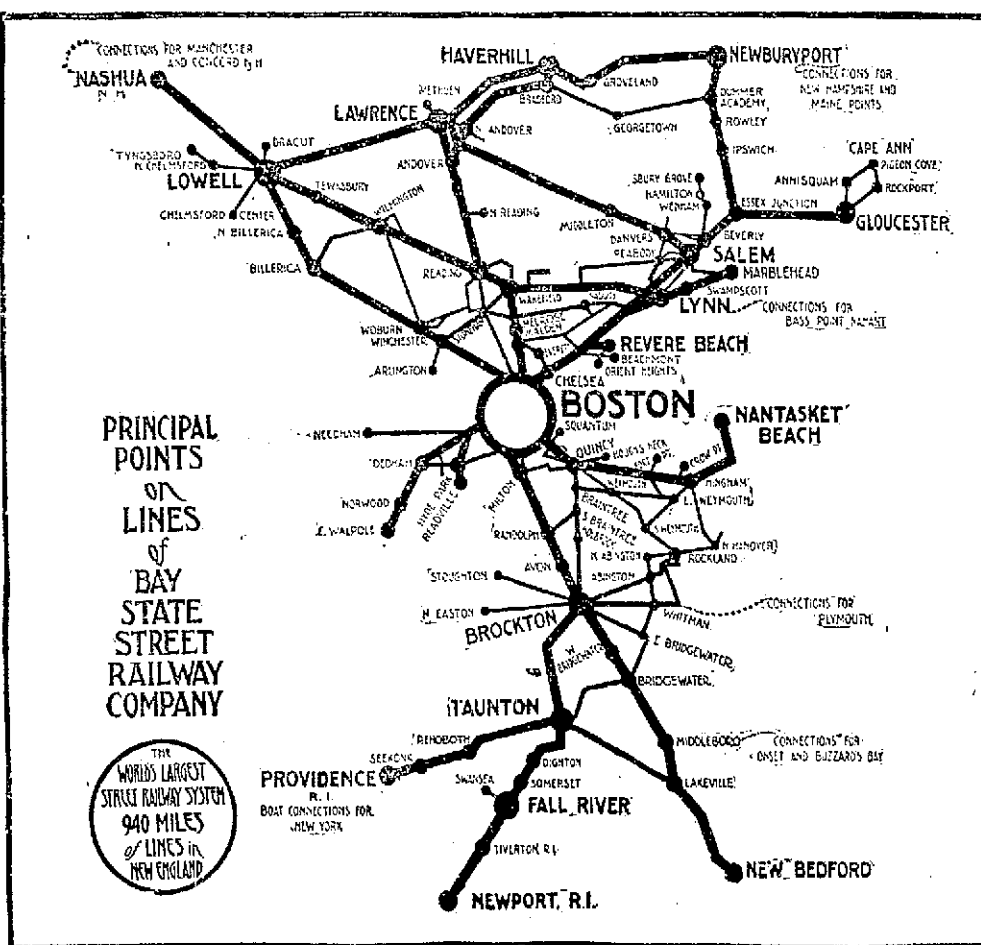
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LOWELL THE CITY OF EDUCATION

very many became identified with these mills, learned the trade, and became valuable factors in the industry.

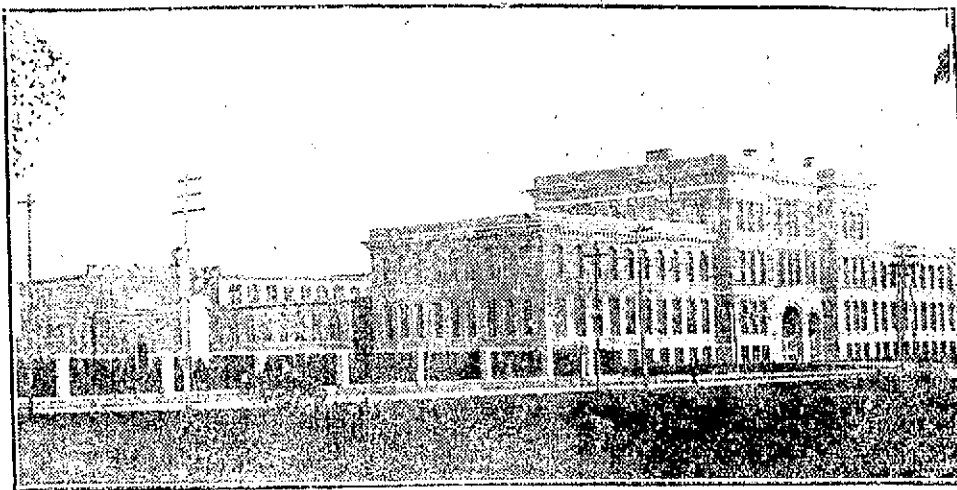
The town of Lowell grew with astounding rapidity with each great addition to the ranks of those who realized fully the possibilities of the Merrimack. The machinery was at first crude but that, too, was bound to be wonderfully improved, until today it is a real marvel.

THE MILLS OF LOWELL

are now the marvels of the country, both because of their size, the number of their employees, their machinery, and the amount of their product. Some of them are more than 600 feet long, and more than 125 feet in width. The tendency of the mill management is at present to concentrate the various departments in large rooms. Instead of distributing the machinery through small rooms. The construction of the first mill buildings was wonderfully solid and sound as those who were engaged in the work of re-

moving some of them will testify. There were many subterranean passages, wheels, and other works of expert construction that were worth the study of those who built new buildings on the sites of the old.

Here are a few interesting statements regarding the number of spindles and of employees in the various large mills. Massachusetts Cotton Mills, 15,000 spindles, 2,000 employees; Merrimack Mills, 156,575 spindles, 4,000 employees; Best Mills, 145,000 spindles, 1,800 employees; Tremont & Suffolk Manufacturing Company, 230,000 spindles, 3,500 employees; Hamilton Manufacturing Co., 115,250 spindles, 3,000 employees; Appleton Manufacturing Co., 70,000 spindles, 2,500 employees. Then there is the Bigelow Carpet Co., which turns out approximately 2,500 miles of carpet each year and which employs 2,000 people; the Mohair Plush company, which is the largest plush factory in the United States; the Stirling mills, which have also



LOWELL TEXTILE SCHOOL

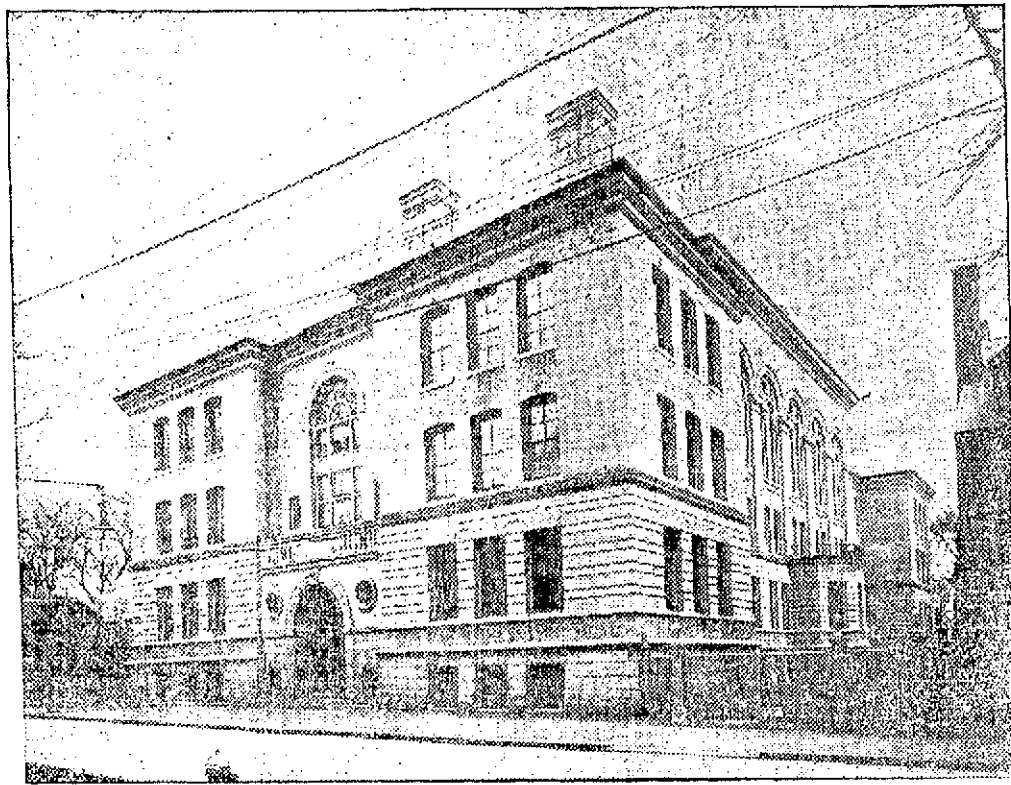
pany was organized, the rapidly increasing population of the community happened upon the directors the fact that something was needed beside cotton mills in order to secure the highest welfare of the community. Accordingly they determined to provide for religious worship. Messrs. Kirk Boott and Patrick T. Jackson, two of the several men who had figured so prominently in the establishing of the mill industry and the founding of Lowell, were on the committee selected to take action in this matter. These men were naturally among the best known and most highly esteemed in the community, having been so closely connected with its growth.

The result of the efforts of this committee was the decision to erect a suitable church. The church was organized in 1824 as the "Merrimack Religious Society." The first public services of the organization were held in March of that year under the direction of Rev. Theodore Edson, in the Merrimack company's school house. The Episcopal form of service was adopted, Mr. Boott being an Episcopalian and desiring to promote that religion as far as lay in his power.

ST. ANNE'S CHURCH

which is one of the best known as well as one of the oldest and most attractive of Lowell's early days. Few strangers come to the city and behold that familiar landmark in Merrimack street without inquiring as to its history. Its very appearance proclaims it an unusual building, and one having a place in history. Both the church and the parsonage adjoining were erected in 1826. It was a very strongly constructed edifice, built of dark stone, and with Gothic doors and arched windows. In those days even more than at the present it was shaded by great trees. Today it is one of the beauty spots of the city with its huge trees and spacious lawn.

The first pastor of St. Anne's was



LOWELL HIGH SCHOOL

figured prominently in the industrial history of Massachusetts; the Bay State Cotton Corporation, manufacturers of high grade sail cloth; the United States Dyeing company, and many others.

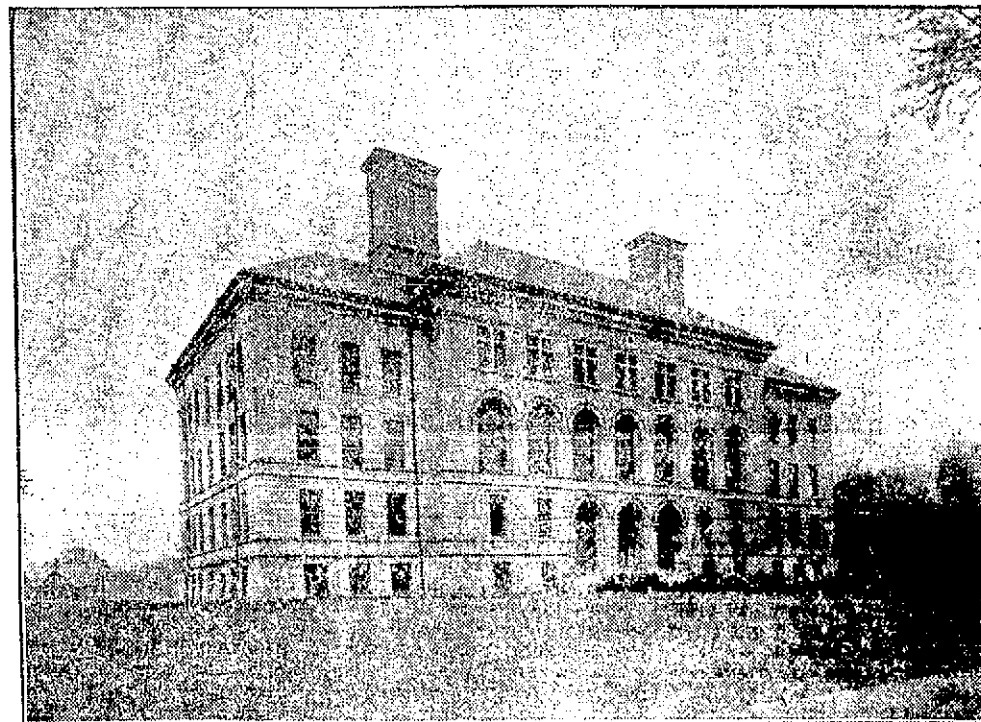
Thus is recorded the brilliant story of the bringing to the Merrimack of the most important of the American industries, an industry which had been previously monopolized by England. With such a past, the future of the city should be a brilliant one, and Lowell should be foremost in other respects, progressing during the years to come as she has in years past.

THE CHURCHES OF LOWELL

It would appear that, having related the story of the founding of Lowell, its manufactures, and the origin of its magnificent system of water power, there remains another important subject to be dealt with, namely the city's church history. Placing the account of the organization of religious societies in Lowell after the foregoing articles, we believe, best maintains the connection of this story of Lowell.

Even in the religious history of the city we must mention the mills and the mill men for they were the originators and promoters of organized religious worship here. Lowell's church history takes us back to a period preceding even the date of her incorporation as a town.

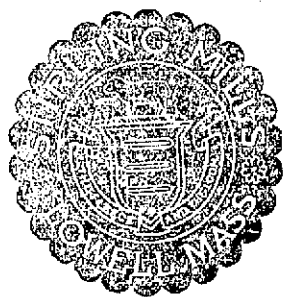
Shortly after the Merrimack com-



NORMAL SCHOOL AT LOWELL

ROYAL P. WHITE
Superintendent

LOUIS A. OLNEY
President



SAMUEL RINDGE
Treasurer

ARTHUR C. VARNUM
Asst. Supt.

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MEN'S WEAR WOOLENS



Pamper your pocketbook. It's your best friend in time of need. And the Ford keeps the pocketbook satisfied. Ford lightness and Ford strength make Ford economy famous the world over. Cut-down transportation cost. Buy a Ford.

Five hundred dollars is the new price of the Ford runabout; the touring car is five fifty; the town car seven fifty—F. O. B. Detroit, complete with equipment. Get catalog and particulars from

LOWELL MOTOR MART

S. L. Rochette, proprietor
447 MERRIMACK STREET

A WORD ABOUT PLAY

There is something radically wrong with the man who can find no time for play; he lacks one prominent element of human nature.

Play is as important as work in the daily schedule, and wise men set apart a certain period for it. Both mind and body need diversion and relaxation from business routine.

Carr's pool room has for 10 years been the favorite place of recreation for particular people. There are seasons when the weather renders out-of-door play impossible. Carom and pocket billiards are the standard indoor games.

Carr strictly observes the law of this state which allows minors in a pool room provided they have a written permit from parents or guardian. Carr tolerates none but gentlemanly conduct at all times and attendants are always courteous.

Since Carr's was established, there have been fewer breaches of the law, such as house-breaking, in the Gorham street district; there are less boys and young men on the streets at night.

YOU WILL FIND REAL ENJOYMENT AT

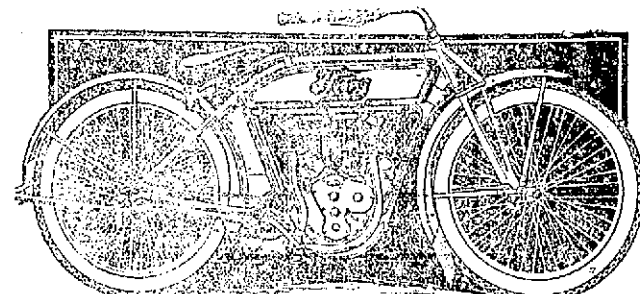
CARR'S

THE HOUSE OF CLEAN AMUSEMENT FOR
GENTLEMEN, YOUNG AND OLD

124 GORHAM ST. 20 WILLIAMS ST.
14 Tables—Smokers' Supplies.

LOWELL BLEACHERY

Finishers of Cotton
Piece Goods



Quality Improved LATEST THOR REFINEMENTS Prices Reduced
The Thor has always occupied the pinnacle of motorcycle construction, especially as to design, quality, workmanship, reliability, power, long life and economy of upkeep.

FIVE IMPORTANT EXCLUSIVE THOR FEATURES

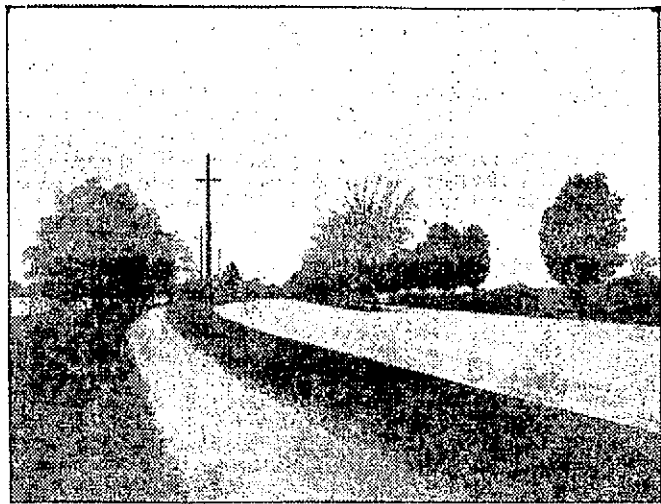
TRANSMISSION—Thor internal undergear drive, absolutely eliminating all chain breaking, and doubling the mileage.
BEARINGS—Thor large perfected roller type.
OILER—Thor mechanical gear driven off main shaft, assuring perfect lubrication to all moving parts in motor.
TWO SPEED—A mechanical perfection involving both planetary and sliding gear transmission. Gear locking device locks gear in high or low.
CLUTCH—Thor new improved mounted upon internal gear. Large friction surface and bearings.
EQUIPMENT—All Thor models carry a full equipment, including foot rests, foot brakes and detachable carriers.

FOUR LATEST THOR MODELS

9-14 H. P. twin.....\$275.00 6-7 H. P. single.....\$225.00
7-9 H. P. twin.....\$250.00 4-5 H. P. single.....\$200.00

TWO SPEED GEAR, \$40.00 EXTRA ON ALL MODELS.
MARK J. McCANN, 92 Gorham Street

LOWELL THE CITY FAIR AND FAMOUS



PAWTUCKET BOULEVARD

Rev. Theodore Edson and for fifty-nine years he served in that capacity. He was highly esteemed by all and always willing to serve the best interests of the people of the community. The church is said to have cost in the neighborhood of \$16,000. It was consecrated by Bishop Griswold in the year 1826. There is in the tower a chime of 11 bells, installed a little more than 25 years after the erection of the

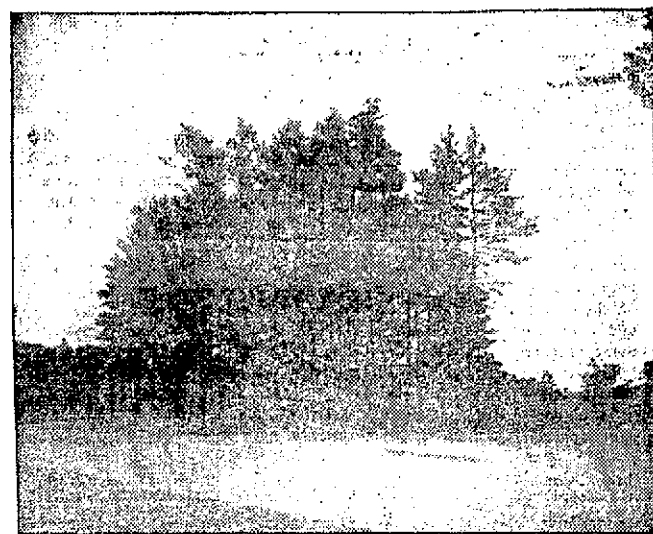
edifice. Their cost was more than \$4,000. Their tones were excellent and the chimes of St. Anne's are still famous throughout this section, the citizens listening for them particularly on the eve of Christmas and New Years. In speaking of the origin and development of St. Anne's church, it would be unjust to omit mention of Rev. A. St. John Chambré, who succeeded Dr. Edson as pastor. Rev. Dr. Chambré

became the second rector of St. Anne's on May 15, 1881, and continued in that capacity until a few years ago, having filled the office of rector in a most commendable manner for more than a quarter-century. During that period he was very prominent in the affairs of the city, and enjoyed great popularity. He was succeeded by the present rector, Rev. Appleton Grannis, a most estimable man, and one who has done much for the promotion

John's in Gorham street and the House of Prayer.

THE FIRST BAPTIST CHURCH was organized in February of 1826 and the church building was constructed the same year. This edifice is quite a large one and also familiar to every resident of Lowell. The cost of building this church was \$10,000 and the edifice was dedicated on November 15, 1826, at which time Rev. John Cookson was installed as pastor. This church

dates also from the year 1826, which is the most important in the history, being the year in which Lowell was incorporated as a town. In July, 1827, an organization called the First Universalist church was set on foot and they later built a house of worship. We cannot go into detail regarding the founding of all the churches in the city, but having thus started the reader with the early history of organized religious worship in the city, we will

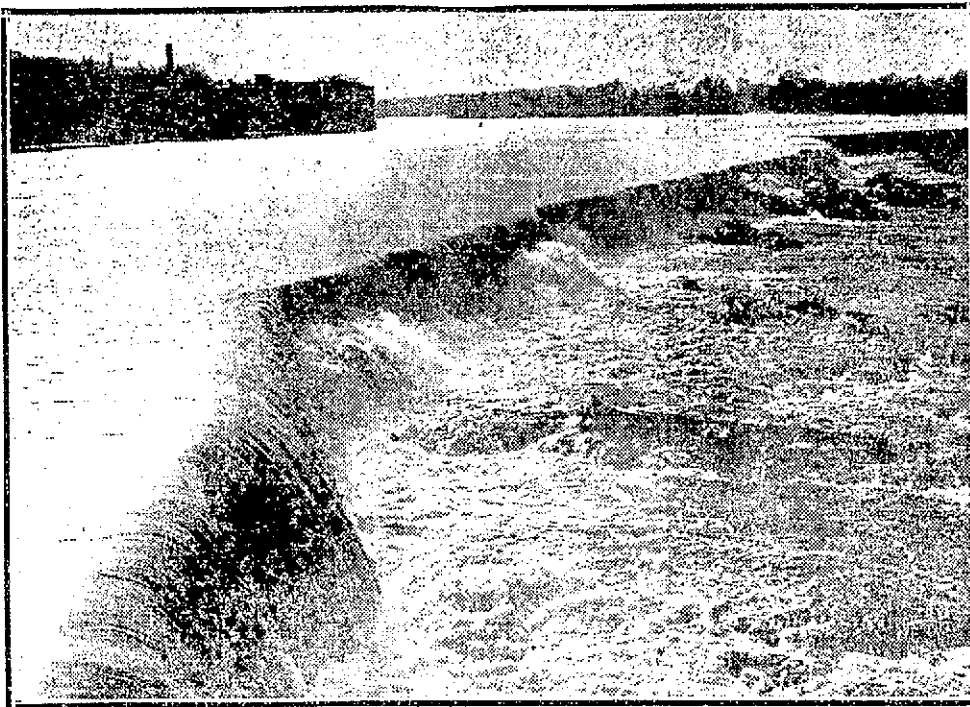


FAMOUS HAIRPIN CURVE, PAWTUCKET BOULEVARD

ed in the city was

ST. PATRICK'S CHURCH, constructed in 1831. Previous to that year people of the Catholic faith had been coming to settle in Lowell, attracted by the growing industries. For a time they attended the services of the priests who had also come to Lowell, these services being held in such places as they were for-

tunate enough to obtain. The need of a church became more and more apparent, with the increasing numbers. The clergymen came to this city from the neighboring towns and Rev. John Mahoney celebrated mass in Lowell as early as 1822. The first church building of St. Patrick's was replaced in 1854 by a splendid new edifice of beautiful architecture and this was consecrated



PAWTUCKET FALLS IN SPRINGTIME

of church interests in Lowell, both through his activity as pastor of the church and as a prominent factor in the Federation of Churches of the city. His efforts have in a special manner been directed toward the promoting of larger church attendance regardless of denomination. The words of the Federation, "Every man, woman and child go to church on Sunday," are familiar to almost every resident in the city.

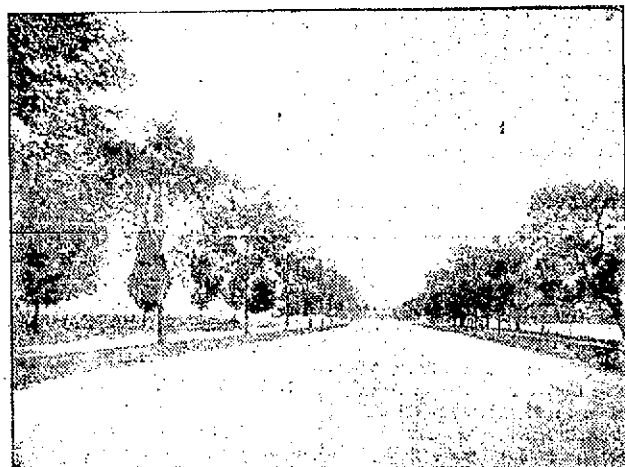
Other Episcopal churches are St. John's in Gorham street and the House of Prayer.

Other Episcopal churches are St. John's in Gorham street and the House of Prayer.

state simply that given such an impetus from the earliest days of the town of Lowell, the work of church building was continued with ever increasing interest by the various societies which were organized. Today the members of every sect can point with pride to the various edifices not because of their magnificent appearance alone but because of the solid and wholesome spirit which they represent.



SCENE IN ROGERS FORT HILL PARK



SPEEDWAY PAWTUCKET BOULEVARD

**SIGN
WRITERS**
—FOR THE—
**SUN
BUILDING**

ADVERTISING "DROP CURTAINS" IN LEADING THEATRES

KIMBALL SYSTEM

THE ONLY
Outdoor Advertising Contractors
IN THIS SECTION

**Middle and Palmer Streets
LOWELL, MASS.**

WOOD, CLOTH,
CARD, GLASS,
GOLD, BRASS

**17 FACTORY ST.
NASHUA, N. H.**

**104 MERRIMACK ST.
HAVERHILL, MASS.**

DESIRABLE
Ovals
Bulletins
TO LET

ONE OF OUR
CALENDARS
IS WORTH
HAVING

**SOME WORK WE HAVE DONE
IN LOWELL**

Interior fixtures in D. L. Page Co.'s store and restaurant, Snyder hat store, Delorme's hat store, Brooks Bros.' store, G. and G. Pant Makers.

A. E. JOHNSTON

599-605 DUTTON STREET

PATTERN MAKER, CABINET WORK, STAIR
BUILDER, WOOD TURNING, BRACKETS,
STORE AND OFFICE FIXTURES, WOODEN
TANKS AND ROLLS OF ALL KINDS. STORE
FRONTS AND INTERIOR CONSTRUCTION A
SPECIALTY.

**SOME WORK WE HAVE DONE
IN LOWELL**

Plate glass fronts in stores in Tyler block. Partitions in Sun building. Cabinets in Caesar Misch store, Snyder's hat store and many others.

LOWELL THE CITY OF CHARACTER

erated in that year by Bishop Fitzpatrick of Boston, assisted by Bishop O'Reilly of Hartford.

With the continued increase in the number of

THE CATHOLICS IN LOWELL. With but one church, St. Patrick's, the parishioners met in general session some years later to consider the advisability of erecting a second church to accommodate those living in the other part of the city. There was some ap-

proposals for a second church, but the most desirable. A site was selected at the corner of Gorham and Appleton streets, where stands the present parochial building, and there the new edifice was erected, a building commensurate with the dignity of the direction of the work. The first services were held on Christmas day of 1882. Rev. Fr. Conway, previously of St. Patrick's church, took charge of the new St. Patrick's parish. The new church, like the other

of the most magnificent in the diocese. The church of the **IMMACULATE CONCEPTION** was founded in 1868. In that year Bishop Williams had a conference with Rev. Fr. Vandenburg, provincial of the Oblate Fathers in Canada, with a view to securing a Canadian priest to take care of the rapidly increasing French Canadian population of Lowell. Father Vandenburg sent two priests to Lowell,

until the many magnificent edifices which we have today were constructed. The French people have also erected splendid churches. That of St. Jean Baptiste, which was recently almost destroyed by a conflagration, was one of the city's most attractive houses of worship. This church is being reconstructed and when completed it will be more beautiful and substantial than ever.

Practically every nationality in Low-

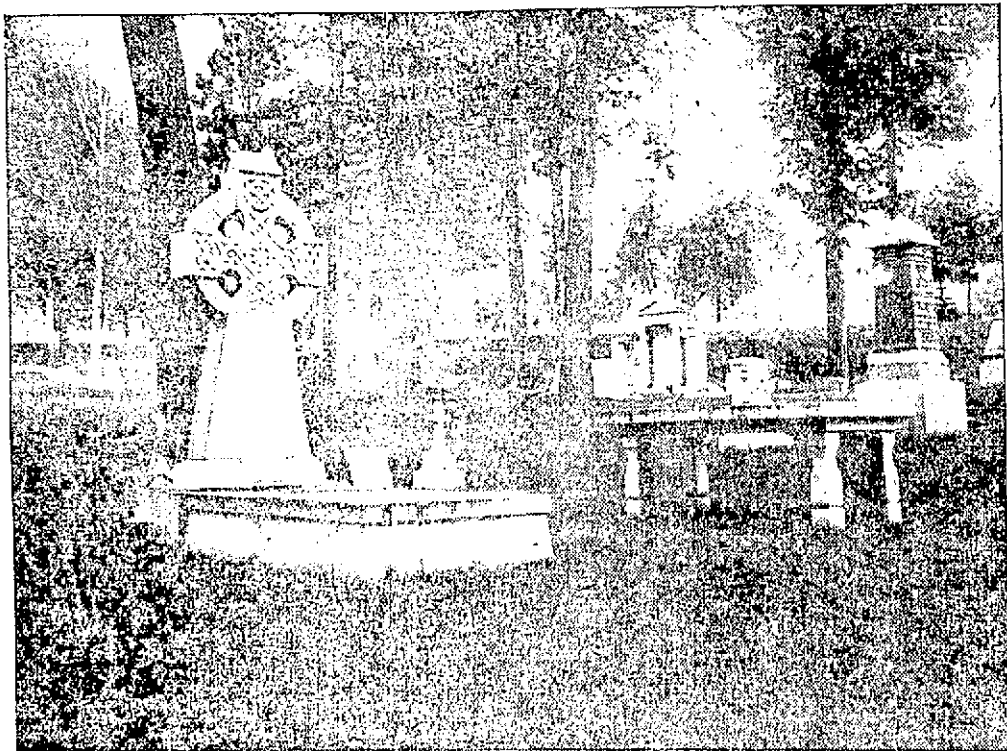
reason to be proud of their city as viewed from the standpoint of religion. In view of the ample accommodations for religious worship. There is no necessity of naming each church of each denomination. Suffice it to say in regard to all generally that the pastors are most active and are laboring for the best interests of the city and to promote the worship of God among the citizens.

Today Lowell's list of churches

Immanuel church, Swedish church, Worthen Street church, Congregational: Eliot church, First church, First Trinitarian, French church, High Street church, Highland church, Kirk Street church, Pawtucket church, Swedish church, Pilgrim Chapel.

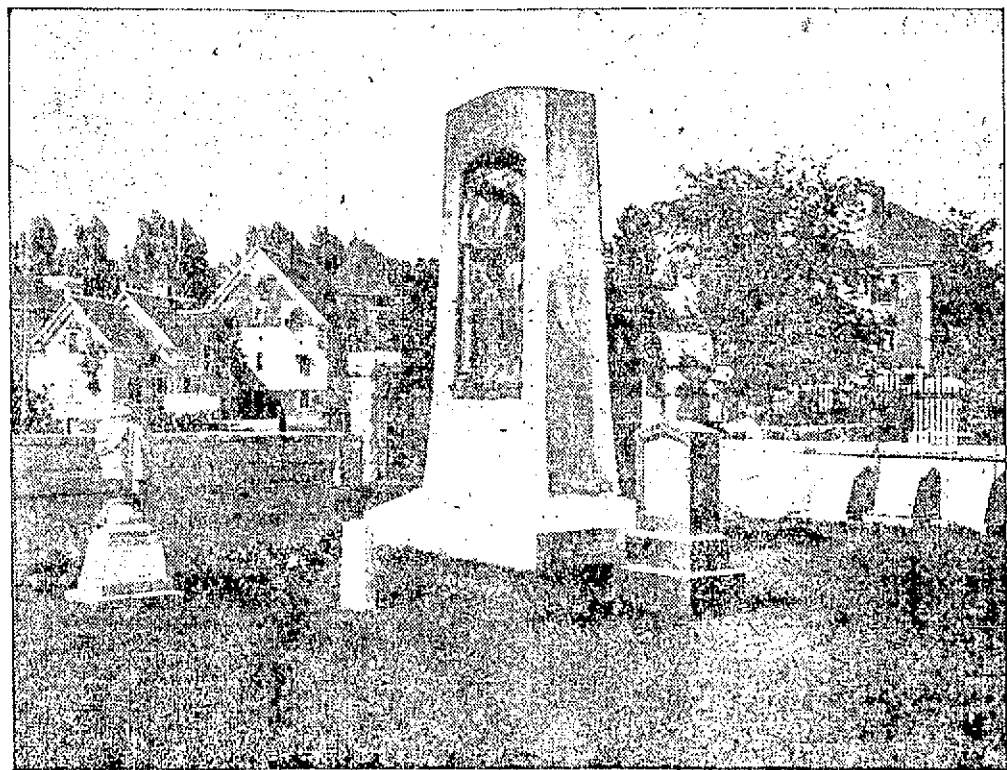
Methodist Episcopal: Central church, Centralville church, First Swedish church, Highland church, St. Paul's church, Worthen Street church, First

Unitarian: First Unitarian church. Universalist: First church, Grace church. Other religious societies: Advent Christian church, Christadelphians, Christians, Coburn Mission, First Church of Christ (Scientist), First Evangelical church, First Pentecostal church, First Spiritual society, Free church, French Baptist Mission, French Methodist Episcopal Mission, Greek Mission, Holy Trinity church, Holy



TOMB OF THE LATE GOV. FREDERICK T. GREENHALGE

THE LAST
RESTING PLACE
OF
TWO FAMOUS
LOWELL
MEN



TOMB OF THE LATE GEN. BENJAMIN F. BUTLER

position to any division of the parish, grew and prospered to such an extent that finally the matter was decided upon at a special meeting and larger edifice would be necessary. Bishop Fenwick was the presiding officer. The committee then decided to seek for a site and he was impressed with a location further south on Gorham the arguments presented by those who were in favor of the erection of a new church. To test the matter of authenticity for the erection of a new church, he called upon three persons, the corner stone of the who would be willing to subscribe to a new church. Some 75 or 80 men arose and this convinced him that a

munely Rev. Andrew M. Garin and Rev. Fr. Sadler. These clergymen resided at St. John's hospital. They conducted services in St. John's chapel, and with such a beginning, established the parish of the Immaculate Conception. Like the other parishes, a new church became necessary in a short while, and the beautiful edifice which we have today was built. The Immaculate Conception has, perhaps, the most beautiful grounds of any similar place in the city.

The building of churches continued

all has its church. The Greeks built the attractive structure at the corner of Lewis and Jefferson streets; the Lithuanians and the Portuguese are very well taken care of in their own edifices. The city has in all 74 churches. All are well attended and all reflect the spirit of their builders. Among the most recently constructed Catholic churches are St. Margaret's in the Highlands and St. Columba's in Pawtucketville.

The citizens of Lowell have every

includes the following:

Roman Catholic: St. Patrick's, St. Peter's, Immaculate Conception, St. Michael's, Sacred Heart, St. Margaret's, St. Columba's, St. Jean Baptiste, St. Joseph's, St. Louis', St. Marie's, Notre Dame De Lourdes, Lithuanian church, St. Anthony's church, St. Casimir church (Polish National). Baptist churches: Calvary church, Chestnut Street church, Fifth Street church, First church, First (Free) church, Hadley Street (Free) church,

Primitive church, Lawrence Street

Primitive church. Protestant Episcopal: House of Prayer, St. Anne's church, St. John's church.

Presbyterian: First church, Westminster United Presbyterian church.

Lutheran: First Evangelical church, Swedish Evangelical church.

Jewish: Klulas Jacob Synagogue, Ohabe Shalom Synagogue, Oskar Sfar Synagogue, Sons of Montefiore Synagogue.

Trinity Greek church, Mazdaznan Temple, People's church, Protestant Armenian Congregational church, Salvation Army, Seventh Day Advent church.

EDUCATIONAL INSTITUTIONS

Lowell people have an honest and thoroughly reasonable pride in the city's educational institutions, from the schools of the lowest grade to the very highest. The school system of

The Careful Selection of Elevators Results

Ultimately in the Choice of

OTIS ELEVATORS

The Sun Building, the new home of the Lowell Sun, is equipped with two **OTIS ELEVATORS**, chosen for this and most of the world-renowned buildings in this country and abroad because of their superior structural and operating qualities.

Buildings which serve hundreds of hurrying men and women day in and day out **MUST HAVE** good Elevators—for on the regular, uninterrupted running of the Elevators depends the circulation of humanity within the building. All that is desirable in Elevators—safety, structural strength, excellence of material and reliability of operation—is embodied in **OTIS** Elevators.

A long experience in the manufacture of Elevators, enables us to suggest and recommend with the utmost exactness and confidence the best type of Elevators to meet your needs.

By specifying and using **OTIS** Elevators, you are obtaining the advantage of economy due to quality; you are receiving the benefits of dealing with an organization equipped to render prompt and careful service, and you are satisfying the pride that every successful man feels in his achievements—that **YOUR** Elevator equipment measures up to the standard of the finest buildings and industrial plants of the world.

Impartial assistance in the making of your elevator plans is an important part of our service. It is at the command of architects, builders and owners alike. A request for information places you under no obligation whatever.

OTIS ELEVATOR COMPANY

34-35 INDIA STREET, BOSTON, MASS.
Offices in All Principal Cities of the World.



OUR LOCAL INDUSTRY

The Lowell telephone exchange is a local industry. The plant is firmly rooted here. It represents many thousands of dollars invested in poles, wire, cables, conduits, switchboards, etc.—dollars that would shrink to small fractions if this delicate and costly plant were not maintained at a high degree of efficiency.

The exchange's welfare is to a large degree dependent upon Lowell's welfare. As Lowell prospers, the exchange prospers. More business for Lowell means more telephone business, and more telephones mean more workers to install and operate them—workers who largely are local residents, whose expenditures help local business.

Our Company is a part of the great Bell System, which connects 75,000 cities or towns in the United States. **BUT OUR SUCCESS AS AN EXCHANGE—AS A UNIT OF THIS GREAT SYSTEM—IS JUDGED BY WHAT WE DO HERE IN LOWELL AND FOR LOWELL.**

We have every incentive of selfish or civic interest, therefore, to work for efficient telephone service for Lowell, not only that our work may receive official recognition and reward, but also that our friends and neighbors may be well served, and that these local industries whose patronage furnishes us our bread and butter may have our hearty co-operation and support.

It is in this spirit we seek additional patronage, and express a desire to receive suggestions that will make the service of the Lowell Central Office a matter of even greater local pride.

C. J. LEATHERS, Manager.

LOWELL THE CITY OF AMBITION

the "Spindle City" is a wholly adequate one, embracing a large number of buildings. There are classes for everybody, and even at the present time, plans are under way for the erection of new buildings, both for public schools, and for parochial institutions. We are going to take another rapid mental jaunt back into the early days for a brief survey of the origin of Lowell's very commendable school system.

For the real origin of the schools in Chelmsford, and in general in this district, we can, of course, go back several centuries to the arrival in this country of the

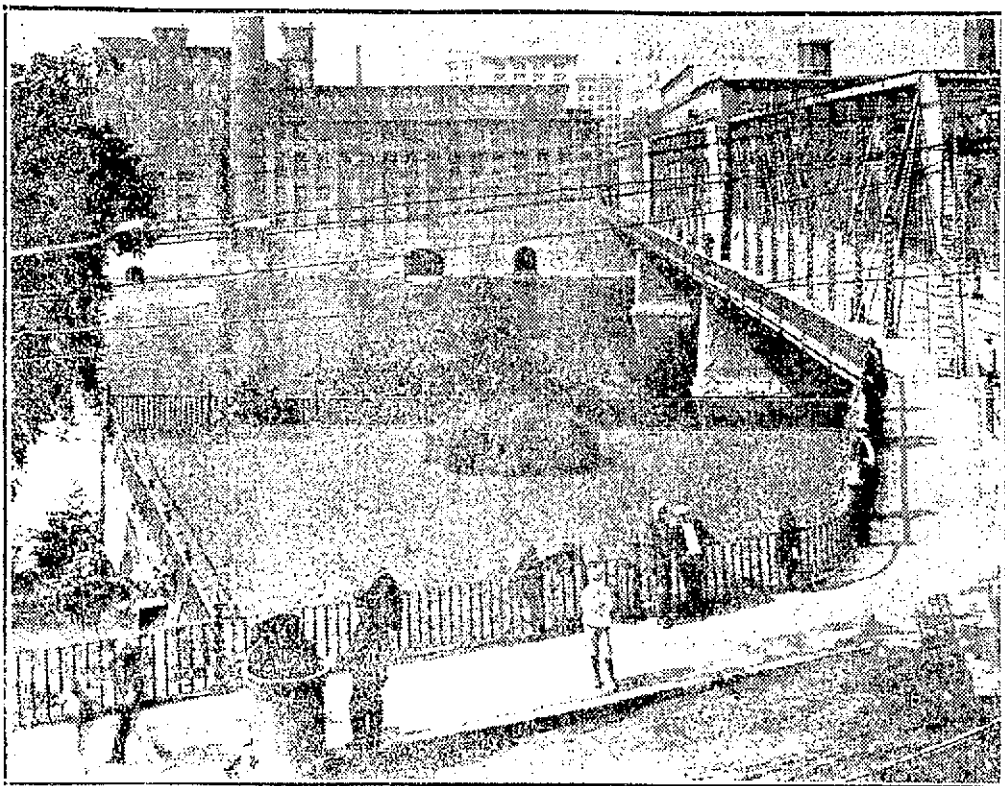
people of the present generation have difficulty in imagining, the town of Chelmsford had two district schools, one of them situated on the old Chelmsford road and the other near Pawtucket Falls.

Later, in 1699, a school dame was employed in teaching the young people of the community, most likely in her own house, and a little later a school was established in the house of Jonathan Bowers, in Wood street. The first schoolhouse was situated near the cemetery between Branch and Middlesex streets, and what is now School street derived its name from that school, so we are told. In about

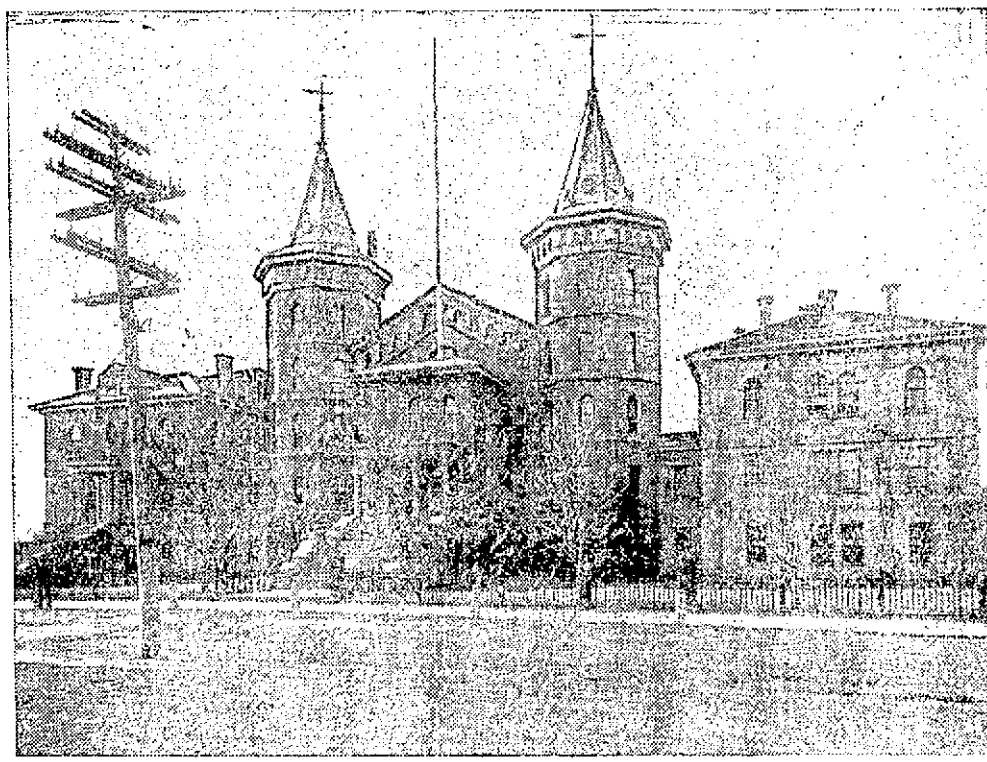
a means of education for the children of its employes, the Merrimack company in 1821 established a school, erecting the school building on the site of the present Green school. This institution was under the direction of Rev. Theodore Edison. The following year a similar school was opened by the Hamilton company in Middlesex street. Both corporations defrayed all the expenses in connection with their schools.

Lowell was incorporated as a town in 1826, and at the meeting, the matter of schools was a principal topic of discussion. It was voted to divide the town into five school districts. A committee of five including Oliver M. Whipple, Warren Colburn, Henry Colburn, Jr., Nathaniel Wright and John Fisher, was selected to attend to this duty. The town was divided and the schools distributed as follows: No. 1, site of the present Green school; No. 2, at the Falls near the Lowell hospital; No. 3, near the pond; No. 4, near Hades

schools became more and more impressed upon those who were devoted to their energies to the establishment of a satisfactory educational system. The completion of the course of new school buildings and a great appropriation was made by the town. The town voted \$20,000 for the erection of two new school buildings, the buildings now known as the EDISON AND BARTLETT schools were then erected. They were



CENTRAL BRIDGE FROM VARNER PARK



THE COUNTY JAIL AT LOWELL

past, we have, in nearly every case, been obliged to go back to the Merrimack mill, the first of the corporations founded in this city, which besides being practically the means of raising a city to be built on this historic site, was the most prominent factor in her equipment, and subsequent growth. It follows, to trace the schools from their origin we must start from the founding of the mill companies.

Long ago, when Lowell was a part of Chelmsford, it was a part of the town of Chelmsford, and the first of those hardy settlers from across the water, who braved all the dangers of the deep and of an unknown and unsettled country to build new homes and establish a new community. They brought with them a standard of education, far superior to that possessed by any other similar body of immigrants that we know of. Their truly educated, naturally practical first thought, as they were settled, was of schools. As they believed that the children were taught by the town's

the year 1800 three new ones were built, one at Middlesex, another on the site of the present Plain Street schoolhouse, and the third on the site of the present corporation hospital in Lawrence street. These formed one district of the town of Chelmsford and accounts state that the appropriation made for their maintenance in 1825 was \$125.00.

An increase in population followed immediately the beginning of the mill construction here in 1822. To provide

al rooms, usually about eight in number. The schools, too, were graded by years, following a system very similar to that of our present day.

Then with the continued increase in population, OTHER SCHOOLS were constructed. The Moody school, then on East Merrimack street, was built; the Franklin, now the Highland; the Green, then in a building in Middle street; the Mann, Colburn, Varner, and the old Dracut Academy, all

scribe the growth and development in detail, mentioning the various dates of importance. The school committee were hard workers and deeply interested in the establishing of a creditable system. They strove to this end, and to one familiar with the schools as they are at present, there can be no doubt that their efforts were fruitful. Today Lowell's educational system, combined into one unit, with some improvements already made, will constitute an up-to-date system.

FOR 83 YEARS A BANK FOR MERCHANTS

Every consideration is carefully given our depositors for the wants of their business.

SMALL ACCOUNTS WELCOME AND APPRECIATED

THE Old Lowell National Bank

THE OLDEST BANK IN LOWELL

THE UNION NATIONAL BANK

61 MERRIMACK STREET, LOWELL, MASS.

CAPITAL \$350,000
SURPLUS AND PROFITS.....\$400,000

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GEORGE S. MOTLEY, Vice Pres.
WALTER L. PARKER, Vice Pres.
EDWARD E. SAWYER, Vice Pres.

DIRECTORS:
Frederic C. Church, Insurance
Frank E. Dunbar, Attorney at Law
Frank Hanchett, Capitalist
Charles S. Lilley, Attorney at Law
Frederick F. Marble, Attorney at Law
George S. Motley, Pres. Lowell Gas Light Co.
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Edward E. Sawyer, Vice President
John P. Sawyer, Cashier
Patrick P. Sullivan, Pres. Bay State St. Ry. Co.

WAMESIT NATIONAL BANK

OF LOWELL, MASS.

Incorporated as a State Bank, April 23, 1863
Organized as a National Association, January 17, 1865

CAPITAL - - - \$250,000

FRANK H. HAYNES, Pres. C. E. GOULDING, Cashier
FRANK GILBERT, Bookkeeper WALTER E. BARTLETT, Teller

DIRECTORS:
Harry K. Noyes, C. E. Goulding, Leonard F. Sherman, H. C. Taft
Frank S. Dean, C. Marshall Forrest, Thomas J. McDonald, James F. Owens
Frank H. Haynes, Charles H. Warren, Harry E. Rice
Annual Meeting third Tuesday in January. Dividend Days Tuesdays and Fridays. Dividends first day of January and July.

421 MIDDLESEX ST., NEAR NORTHERN DEPOT

WASHINGTON SAVINGS INSTITUTION

267 CENTRAL STREET, LOWELL

Banking Rooms Over Lowell Trust Co.

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FRANK A. GROVES, Teller
Albert E. Jean, Anna L. Barrowe, Paul R. Clark, Clarke

TRUSTEES:
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Patrick O'Hearn, Geo. M. Harrison, John E. Drury, Joseph Martin
Peter F. Conaton, Robert E. Crowley, John W. McElroy, Peter W. Reilly
Chas. H. Hanson, James H. Kelley

Open Daily from 9 to 1, and Saturday Evening from 7 to 9
Quarters Commence Second Saturdays in February, May, August and November

Appleton National Bank

176 CENTRAL STREET

CAPITAL \$300,000
SURPLUS AND PROFITS.....\$200,000

GEORGE E. KING, President MARCUS T. PIERCE, Cashier

DIRECTORS:
Charles H. Allen, Edwin L. Fletcher, Frank P. Putnam
Fred A. Buttrick, J. Gilbert Hill, George H. Russell
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Accounts of Corporations, Co-partnerships and Individuals Solicited.

4% INCORPORATED 1820 4%

The Lowell Institution For Savings

OFFICE IN THE SAVINGS BANK BUILDING

18 SHATTUCK STREET

Bank open every day from 9 a. m. to 1 p. m. and on Saturday evenings from 1 to 3. No payments made during the quarter weeks of May and November. Quarters commence on the first Saturday in February, May, August and November. Dividends payable first Sunday after first Saturday of May and November.

President, FREDERIC A. FISHER
Vice Presidents
GEORGE BOWERS CHARLES H. HOBSON HARRY DUNLAP
4% EDWARD B. CARNEY, Treasurer. 4%

A LIVE BANK IN A LIVE CITY

Lowell Trust Company

Invites accounts of individuals, firms, corporations and societies. Small accounts receive same careful attention as larger ones.

GEO. M. HARRIGAN, President.
JOHN F. CONNORS, Actuary.
265 CENTRAL STREET
A Progressive Bank Conservatively Managed.

Albert S. Guild

INVESTMENT BANKER

Buys and sells Local Mill Stocks and Bank Stocks, and sells Choice Five Per Cent. Bond Investments

312 WYMAN'S EXCHANGE

MIDDLESEX SAFE DEPOSIT AND TRUST CO.

PERCY PARKER, President
LARKIN T. TRULL, Vice President
CHARLES L. KNAPP, Treasurer

BOARD OF DIRECTORS

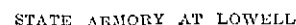
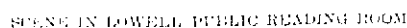
Alfred Leblanc, Elias A. McQuade, Patrick Kelley
Charles L. Knapp, Larkin T. Trull, John B. Pilling
Thomas F. Morris, Percy Parker, Joseph E. Shanley
Edmund B. Conant, Joseph E. Shanley, Theodore E. Parker
George E. Putnam, Gardner W. Pearson

MERRIMACK, COR PALMER ST., LOWELL, MASS.

factor is all the more worthy of mention and commendation because of the fact that its work and efforts are unrewarded in any earthly form; that factor is

THE PAROCHIAL SCHOOLS

system of institutions built and supported by the various Catholic churches throughout the city, the teachers of which are for the most part members of religious orders, the Brothers or the



The parochial schools throughout the country as well as in Lowell have received nation wide commendation and recognition by all sects, as performing in the best possible manner the duties of educating the young. In Lowell there are many such institutions, and they are all flourishing, reflecting the spirit which inspired the founders.

The growth of the Catholic popu-

OF

Telephones { 1514 88-M ELEVATOR AND YARDS
651 4109-W TANNER AND HOWARD STS.

LOWELL THE CITY OF REPUTE

lation of Lowell was rapid, as was shown in the history of the building of the churches. It was not long before plans were started for parochial schools, the pastors recognizing the need of institutions for the furthering of the Catholic system of educating the young people of the various parishes. Between the years 1880 and 1890 several of these parochial schools were organized, including the Immaculate Conception school, in charge of the Gray Nuns; St. Patrick's parochial

school, in charge of the Sisters of Notre Dame; St. Joseph's parochial school, in charge of the Sisters of the Holy Family; and St. Mary's parochial school, in charge of the Sisters of the Holy Family. The Sisters of Notre Dame school, located in Gerham street, this building is, perhaps, as well equipped as any of the Lowell school buildings, and has the benefit of the newest and best modern construction.

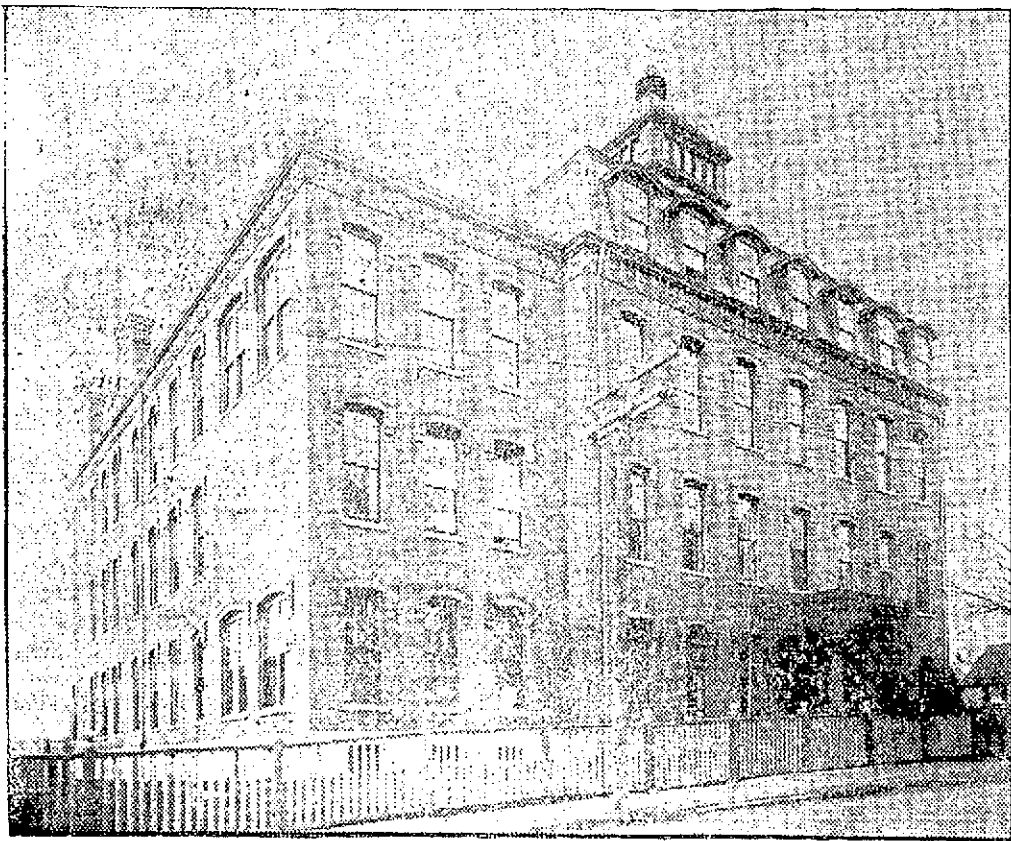
Another excellent educational institution is St. Joseph's college at 764 Merrimack street, in charge of the Marist brothers, and having nearly 300 pupils. This college was organized in 1812, and like the others, has grown and prospered, due to the perseverance and study of those in charge.

So, the parochial schools of Lowell best teachers in the country, and under the state management it has been most successful. The number of pupils has been large, and the manner in which the school trains its students for the work of teaching is well known and acknowledged by all who have come in contact with its graduates.

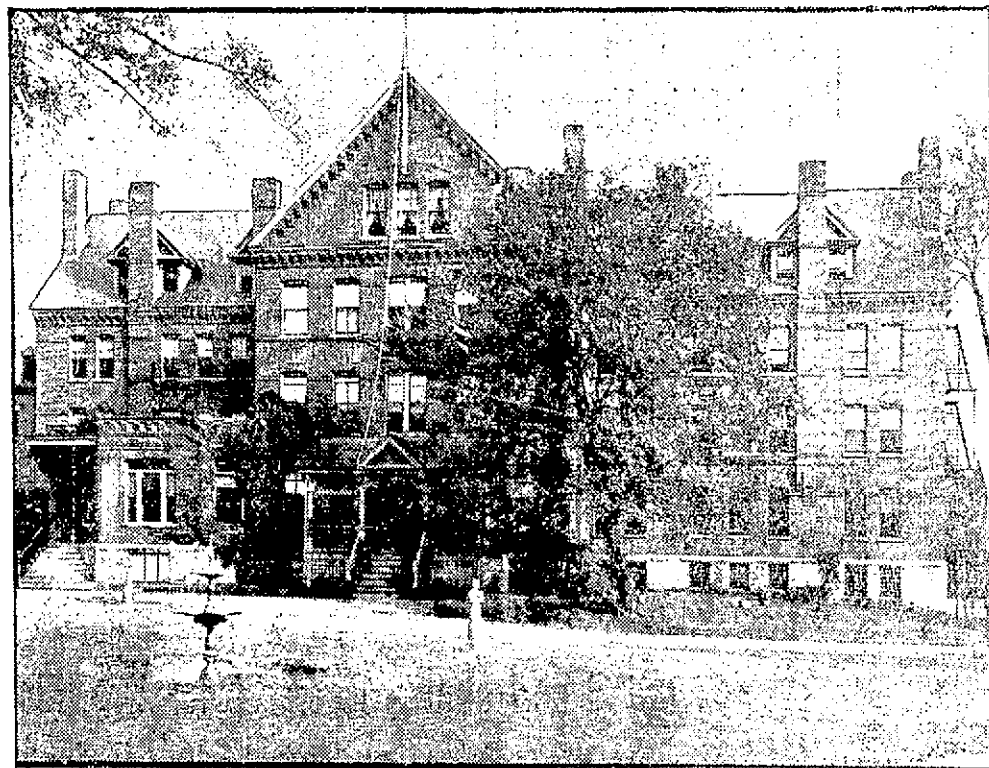
There are several courses, among the important branches being that which prepared the students for positions as supervisors of mills. There is the practical teaching experience in the Bartlett grammar school afforded the progressive board of trade of the city conceived the idea of establishing a textile school in this city, having the necessity for it in the textile conditions of Lowell, the manufactures, etc., and in the fact that such a school would provide for the needs of the textile industry throughout the commonwealth. Accordingly, members of the board of trade and the agents and treasurers of local mills and of the corporations of Merrimack valley in general, got together and formed the first plans for the establishing of such

education from this and other sources. It was planned to establish a school of thorough instruction in textile theory and art, rather as a state than as a city institution. An act was passed by the legislature allowing all cities having 150,000 spindles to have a textile school and granting to each \$25,000 on condition that the city itself contributed a like amount. Lowell was the first city to form a corporation under this act, and this was effected in June of the year 1895, the incorporators being Augustus Lowell, A. G.

arranged so as to bring the best possible results. Today the school confers two degrees, having been allowed to do so by acts of the legislature. The degrees are "Bachelor of Textile Engineering," for a four years' course, and "Bachelor of Textile Dyeing," in connection with the chemistry course. There are, besides, the regular three year diploma courses in textile engineering, chemistry, wool and cotton manufacture, etc. The equipment of the school has



ST. JOHN'S HOSPITAL



CHELMSFORD STREET HOSPITAL

school for boys, in charge of the Xaverian brothers; St. Joseph's parochial school for girls, in charge of the Gray Nuns of the Cross, and several others which were organized and opened later.

THE SISTERS OF NOTRE DAME came to this city on September 14 in the year 1892, through the efforts of Rev. Fathers John and Timothy O'Brien of St. Patrick's church, who realized the value of the work of the parochial school of St. Patrick's parish for educational purposes. These

the boys of the two or three lower grades in St. Patrick's parochial school, in a comparatively short period, have grown to a remarkable extent.

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There are, besides, the regular three year diploma courses in textile engineering, chemistry, wool and cotton manufacture, etc. The equipment of the school has

been constantly augmented until today it is a real mill in itself. The machinery and all accessories are of the latest and most modern design and following the newest ideas in the textile industry. The principal of the school is Charles H. Bunker, and he is assisted by a very capable faculty.

The students receive both the theory and the practical side of the industry. The graduates are now in most cases holding responsible positions throughout the country in the textile field.

T. C. LEE & CO.

Harrington Building, 52 Central Street
LOWELL, MASS.

ERSON B. BARLOW, Manager

INSURANCE OF EVERY DESCRIPTION

Agents for the Strongest Companies of the World

REPRESENTING OVER \$25,000,000 CAPITAL; ——— \$150,000,000 ASSETS; ——— \$50,000,000 SURPLUS

Some of the Companies Represented	Surplus over and above capital and liabilities.	Assets.
FIDELITY UNDERWRITERS.....	\$19,243,555	\$42,586,574
NIAGARA-DETROIT	3,964,710	10,744,785
ST. PAUL FIRE & MARINE.....	3,213,966	9,464,890
BOSTON	2,531,430	6,384,742
GERMANIA	2,596,267	7,260,197
PENNSYLVANIA	2,326,053	8,002,962
WESTCHESTER	1,278,771	5,218,653
WESTERN	1,053,889	2,578,165
MONNHEIM	325,980	872,850

AND 21 OTHER RELIABLE COMPANIES All Claims Promptly and Satisfactorily Adjusted

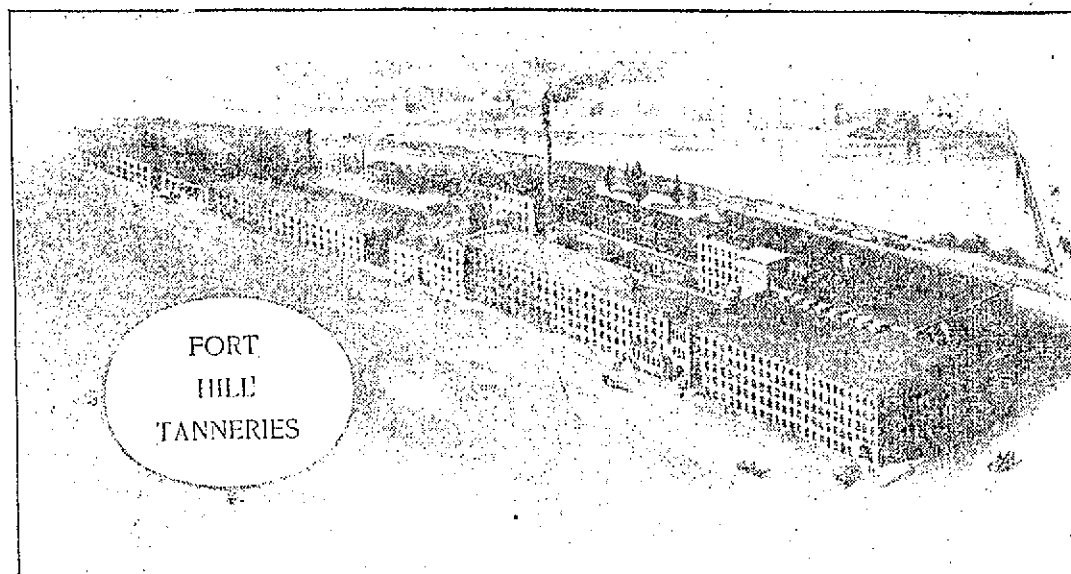
WE WRITE

FIRE FLYWHEEL BOILER
AUTOMOBILE FIRE
GENERAL LIABILITY
USE AND OCCUPANCY
PHYSICIANS LIABILITY
AUTOMOBILE COLLISION
AUTOMOBILE PROPERTY DAMAGE
WORKMEN'S COMPENSATION
HEALTH AND ACCIDENT
AUTOMOBILE LIABILITY
BURGLARY AND THEFT
SURETY BONDS
RENT PLATE GLASS LIFE

INSURANCE

AMERICAN HIDE AND LEATHER CO.

The Largest
Producers of Calf
and Side Upper
Leather in the Very
Finest Qualities
of Tannage and
Finish



The Largest
Producers of Calf
and Side Upper
Leather in the Very
Finest Qualities
of Tannage and
Finish

The Lowell, Mass. Factory of the American Hide and Leather Co.

Is noted and stands foremost for two things: Developing the Greatest Amount of HUMAN SKILL in the art of Tanning; and what goes logically with this skill, the production of the finest and best upper leather for Shoes to be found anywhere in the world.

HERE BELOW ARE FIVE LEADERS THAT ARE MADE IN THIS TANNERY

TAN ROYAL is the most excellent colored Chrome Calf Leather, four shades—No. 4 Brown, No. 8 Tan, No. 12 Coffee, No. 16 Mahogany. These colors are permanent. The grain is smooth and mellow with remarkable strength and stability. Polishing and dressing adds richness to the color. TAN ROYAL unites all the qualities desired for fine calf leather. It is used extensively in the leading lines of fine shoes.

ROYAL KID is the highest grade Black Chrome Calf Leather with a dull, smooth finish and a natural grain of the finest soft and pliable texture. This tannage is also extremely durable and is used for the best quality men's and women's shoes. It is similar to Tan Royal Calf Leather with the exception of color. ROYAL KID is the leather which has the fullest confidence of the leading shoe manufacturers in the United States.

BRONKO PATENT is the leading high-grade Patent Leather and has occupied first position for many years, enabling the shoe manufacturer to make perfect Patent Leather Shoes. Its fibre is lively and strong because it has never been degreased or snuffed; its finish is rich, black, and lustrous. Bronko is suitable for men's shoes to retail from \$3.50 to \$6.00, where it gives complete satisfaction for durability and fine appearance.

NUMBER 102 BOX CALF is conceded the best upper leather for storm and rough outdoor wear, hunting, sporting and walking boots of the finest quality. It has a pleasing tan color that cannot be successfully imitated. The grain is dull finished and waterproof. The shoe manufacturers making the highest cost sporting and outing shoes state that No. 102 Box is the best leather they can find in any market.

WILLOW CALF produced over twenty years ago, perfected ever since. It was the original high-grade Tan Colored, Chrome Calf Leather and still holds the highest position. WILLOW has a fine, soft, flexible appearance and feel, and keeps these qualities permanently. Its toughness, durability, and service are remarkable. Made in two shades—No. 101 Tan and No. 104 Olive Brown. Extensively used in the medium and fine grades of men's and women's footwear, in America and abroad.

THE LINES OF LEATHER MADE IN ALL OF THIS FIRM'S PLANTS

Include 20 kinds of Calf and Veal Leather; 32 kinds of Side Upper Leather; 11 Splits; 9 Other Lines; 3 Tannages of Sole Leather. Here the small or large shoe manufacturer finds the BEST TANNED, FINEST FINISHED, LEATHERS with Highest Integrity all through and the most efficient painstaking service.

AMERICAN HIDE AND LEATHER CO.

NEW YORK

BOSTON

CHICAGO

ST. LOUIS

CINCINNATI

CALFSKIN TANNERIES: Lowell, Mass.; Danvers, Mass.; Chicago, Ill. (three plants).

SIDE UPPER LEATHER TANNERIES

Milwaukee, Wis.

Sheboygan, Wis.

Ballston Spa, N. Y.

Currysburg, Pa.

Woburn, Mass. (three plants).

SHOE STOCK PLANT: Binghamton, N. Y.

SOLE LEATHER TANNERIES:

Ann Arbor, Mich.

Ann Arbor, Mich.

Merrill, Wis.

LOWELL THE CITY OF ACHIEVEMENT

SPINDLE CITY
WIDELY KNOWN

As Textile Centre Having the Best Textile School in World

Water Power from Two Rivers Joining at Business Centre



C. J. CARMICHAEL,
Commissioner of Fire and Water Depts.



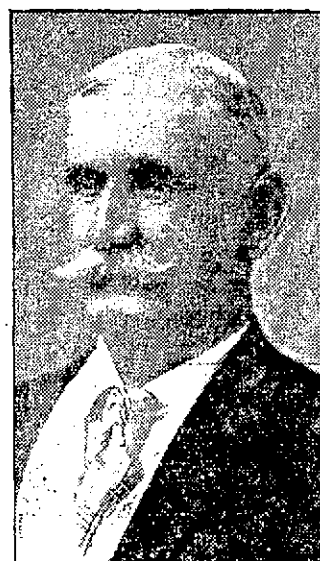
JAMES E. DONNELLY
Commissioner of Public Property



HON. DENNIS J. MURPHY
Mayor of Lowell



HON. GEORGE H. BROWN
Commissioner of Finance



CHARLES J. MORSE
Commissioner of Streets

THE CITY GOVERNMENT OF LOWELL, 1914

The following facts concerning the city of Lowell have been compiled by Secretary John H. Murphy of the board of trade:

Lowell is situated at the confluence of the Merrimack and Concord rivers. Lowell was incorporated as a town in 1828.

Lowell was incorporated as a city in 1836.

Lowell's population is 106,294. Lowell's area is 14.1 square miles, or 924 acres.

Lowell's valuation is \$84,787,345.90. Real, \$65,297,220. Personal, \$19,490,125.90. Lowell's public property is valued at \$8,919,010.

Lowell has 210 miles of streets. Lowell has 120 miles of sewers.

Lowell has five national banks, two trust companies. Capital and surplus, \$2,156,700.

Lowell has eight savings banks.

Lowell has a per capita deposit in savings banks of \$294.05. Average per depositor, \$115.37. Number of depositors, 71,245. Deposits, \$31,259,452.

Lowell has three co-operative banks. Assets, \$1,411,750.44. Number of members, 4171.

Lowell has 74 churches. Lowell has 77 schools.

Lowell has 120 passenger trains a day.

Lowell handles about 2,600,000 tons of freight annually.

Lowell has four express companies.

Lowell has many transfer companies.

Lowell's public library contains 50,000 volumes.

Lowell has five live newspapers.

Lowell has 15 hotels. Lowell has 11 amusement houses and theatres.

Lowell develops about 20,000 h. p. daily by means of 6 1/2 miles of canals, which furnish water power to manufacturing enterprises.

Lowell's annual wages amount to \$16,000,000. Within a year five concerns have located in Lowell, which will increase the annual pay roll by \$270,000.

Lowell's gas rate is 85 cents per 100 cu. ft.

Lowell has the lowest electrical rates

for power and lighting of any city of its size.

Lowell has four hospitals.

Lowell has the greatest variety of industries in the United States.

Lowell has the greatest textile school in the world.

Lowell has the largest cotton mill in the United States.

Lowell has the largest hosiery in the world.

Lowell has the largest silk cloth factory in the United States.

Lowell has the largest leather factory in the United States.

Lowell has the largest magneto factory in the United States.

Lowell has the largest carpet mill in the United States.

Lowell has the largest mohair plush factory in the United States.

Lowell has the largest phonograph needle factory in the world.

Lowell has an enviable record for labor conditions.

Lowell has exceptional shipping facilities.

Lowell produces enough cloth annually to go around the world seven times.

Lowell's products reach every part of the world.

Lowell has a welcome for any new industry.

Lowell is the fastest growing shoe centre in the United States.

Lowell's capital invested in manufacturing enterprises amounts to \$61,984,000.

Lowell is sometimes called the 'Venice of America'.

Lowell is the home of Ladd, Whitney and Taylor, the first three men killed in the Civil war.

Lowell is the birthplace of Whistler, the artist, and his home is now used as an art museum.

Lowell has 16 1/2 miles of waterways.

Lowell is the largest city in Middlesex county.

Lowell is the largest city of the Merrimack valley.

Lowell is the ideal city of the Merrimack valley.

Lowell is a centre of the Bay State Street Railway company, and its tracks connect all surrounding cities and towns.

Lowell is the shopping centre for residents of Nashua, Milford and Pelham, N. H., Hudson, Tyngsboro, Dacot, Tewksbury, Billerica, North Billerica, Burlington, Bedford, Wilmington, Andover, Ballardvale, Dunstable, Pepperell, Ayer, Westford, Grantville, Brookside, Forge Village, Chelmsford, Carlisle, Littleton, North and South

FIGURES SHOW
CITY'S WEALTH

Facts That Prove Lowell a Good City in Which to Live

View of Her Many Industries and Educational Institutions

as an art museum

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DO IT
ELECTRICALLY

MODERN BUSINESS DEMANDS MODERN METHODS. ARE YOU TAKING ADVANTAGE OF THE MANY OPPORTUNITIES ELECTRICITY FOR POWER AND LIGHT OFFERS YOU?

May we assist you in modernizing your factory by the use of electric motors?

Permit us to advise you how to light your store, shop or home in an attractive and efficient manner

Let us furnish you with a design and price of a business-getting electric sign.

We are at your service to show you in countless ways how to benefit by the use of electricity.

Kindly acquaint us with your wants.

THE
LOWELL ELECTRIC
LIGHT CORP.

50 CENTRAL STREET.

L. A. DERBY & Co.

64 MIDDLE STREET, LOWELL

PIONEER
ELECTRICAL CONTRACTORS

Installation of all kinds of Electrical Apparatus

Electrical Supplies,
Electrical Fixtures

We carry the largest and most complete line of FANCY ELECTRIC LAMPS, COMBINATION GAS and ELECTRIC FIXTURES, ELECTRIC FANS, VACUUM CLEANERS and other electrical household and office appliances.

ALL WORK GUARANTEED. ESTIMATES FURNISHED ON NEW AND OLD CONSTRUCTION.

Telephones 3096-3097

LOWELL THE CITY OF PROSPERITY

Chelmsford, Harvard and other places.
Lowell has a police force of 175.
Lowell has a fire department of 120 men.
Lowell men employ over 2300 people.
Lowell has never had a water famine.

Lowell consumes 1,000,000 gallons of water a day.
Lowell has over 1,000,000 gallons of water in its public supply.
Lowell has a water supply of 2,000,000 gallons a day.
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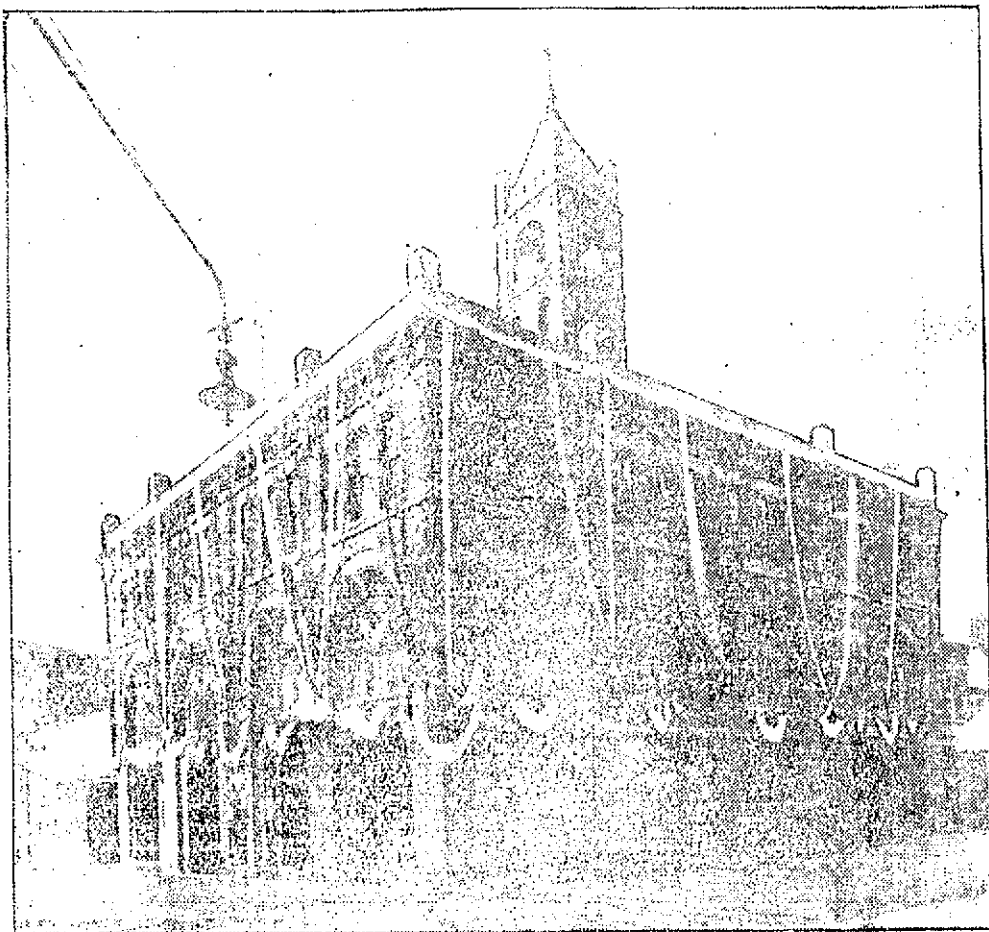
Lowell has nearly 11,000 children in its public schools, and 62 school buildings valued at \$1,200,000.
Lowell has never suffered from business depression because of its variety of industries.
Lowell has four industrial schools to teach boys practical trades, and

one chief's automobile.
Two district chief's automobiles.
Four automobile combination trucks.
Six engines, four hook and ladder trucks.
Two chemicals, 12 hose wagons.
One hundred and fifty alarm boxes.
Fourteen hundred fire hydrants.

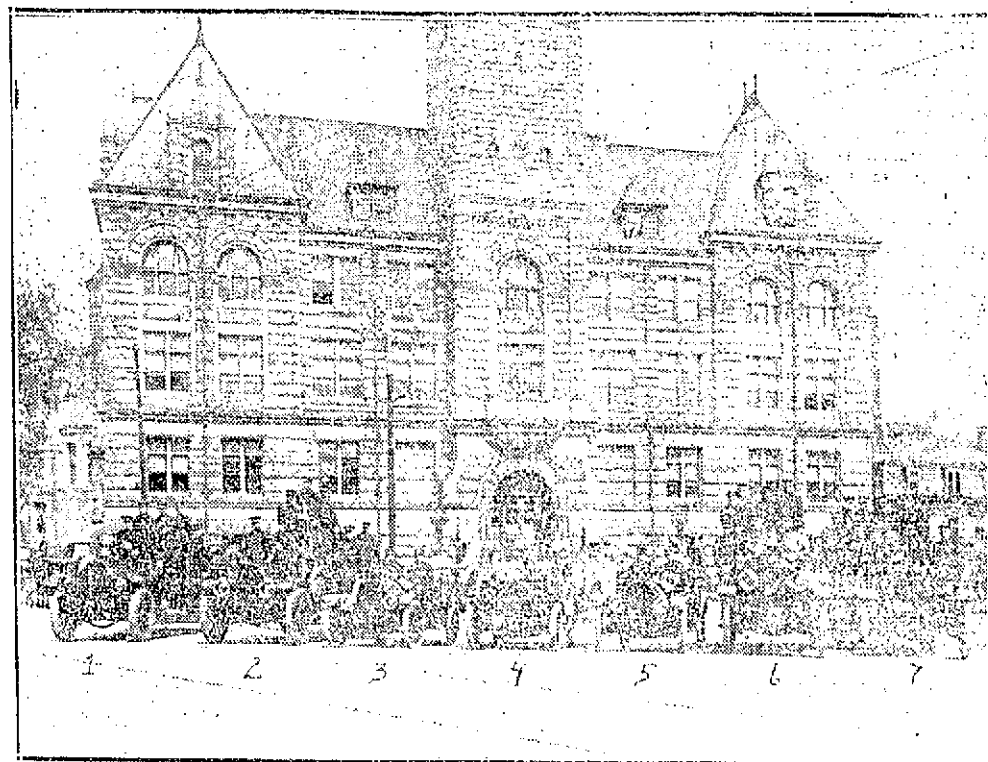
Twenty-three reserves.
One automobile police patrol.
Two motorcycles.
Water Department
Source of supply, 1000 driven wells.
Daily capacity, 11,000,000 gallons.
Daily consumption, 5,500,000 gallons.
Three reservoirs.

is the electric railway system, connecting practically all of the cities and towns, and converting the territory into something like one big community. The electric railways have been a most important agency for the development of the commercial activities of Lowell, as is proven by

opened for business. There was one route from Pawtucket Falls to the Belvidere district, and another from the Belvidere to Whipple's mills, and a third was laid through Middlesex street to the Old Lafayette house. Next came a line through Central street and over to Gorham street.



CENTRAL FIRE STATION IN GALA DAY ATTIRE



FLYING SQUADRON OF LOWELL FIRE DEPARTMENT

1—Protective Co.
2—Engine Co. No. 4
3—District Chief Crowley
4—Chief Engineer Saunders
5—District Chief Sullivan
6—House Co. No. 8
7—Engine Co. No. 2

Lowell has a city hall that cost \$110,000.
Lowell has 172 school teachers in its public schools.
Lowell has more than 1000 manufacturing plants.
Lowell has about 500 telephone subscribers.

Lowell has the best machine underwear factory in the world.
Lowell has a large number of owners of public buildings.
Lowell has 112,000 acres of public parks and playgrounds. Valuation, \$1,000,000.

to teach girls domestic arts.
City Department
Fourteen buildings, value, \$111,000.
Equipment
One hundred and seventeen permanent officers and men.
Eighty-five substitute call men.

School Department
Fifty-nine buildings. Value, \$1,000,000.
Three hundred and fifty-two teachers. Number of pupils, 12,721.
Police Department
One hundred and twenty-two officers and patrolmen.

One hundred and fifty miles of water mains.
Fourteen hundred hydrants.
Pressure, 15 to 50 pounds.
ELECTRIC RAILWAY SYSTEM
One of the great features of the Merrimack valley at the present time.

figures and statistics.
The head of the electric railway was the horse car system. The Lowell Home Railroad company was organized in April, 1883, with a nominal capital of \$100,000 and paid up capital for about twenty-two years until the year of 1905. On the first day of March, 1905, the company organized, and after some opposition, succeeded in bringing

Other extensions were made in Broad street, Westford and Chelmsford.

ANNOUNCEMENT

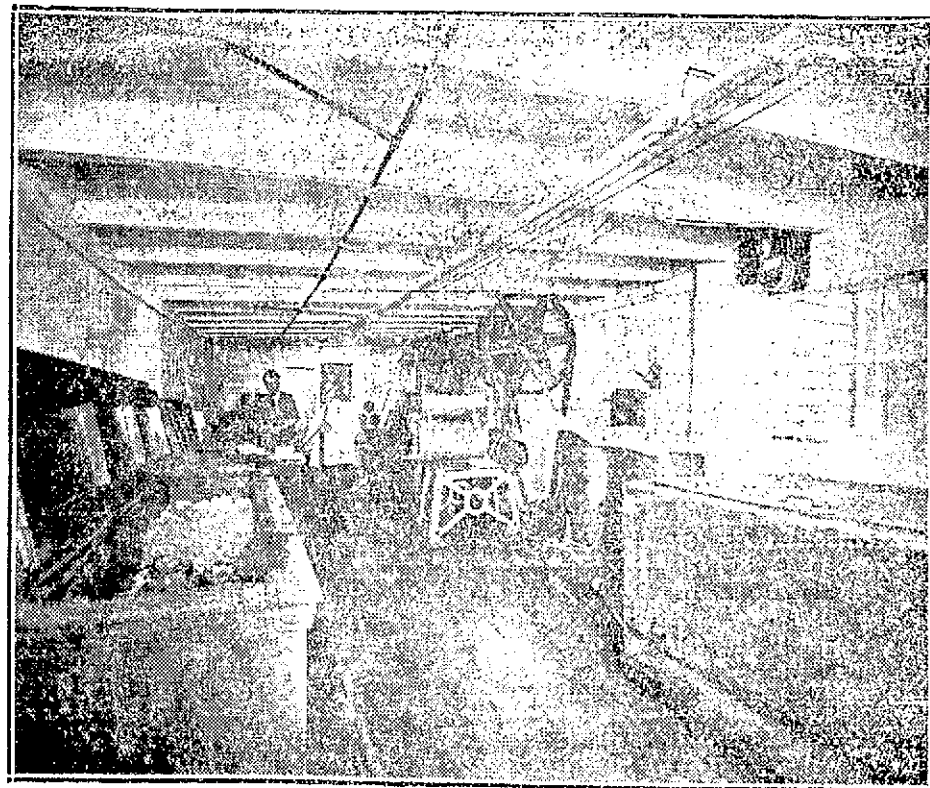
Mr. George W. Conant and Mr. Charles H. May have formed a copartnership under the firm name of the G. W. Conant and C. H. May Co. to serve the public as general electrical contractors and engineers with headquarters at Lowell, Massachusetts. Mr. Conant has been with the L. A. Derby Company, electrical engineers, of Lowell, for more than twenty years in general charge of the power and mechanical departments. Mr. May is a much younger man although with several years' experience in the installation of electric lighting equipment and its accessories, formerly as a partner in the firm of Hinckley & May and for the past eighteen months at the head of his own business.

The company is to have as assistants Mr. J. W. Mevis, an expert with an experience of seventeen years and a specialist in battery controlled apparatus, and Mr. Lester G. Hall, an expert with many years experience pertaining to general electric lighting and power. The strength of this organization in its line of work will be conceded by all those who have any knowledge of its membership. To those to whom the organization is wholly unknown this strength can be quickly proven.

—AT PRESENT IN THE—

Costello Building No. 210 CENTRAL ST.
Telephone 1740

A BUSY CORNER AND ONE OF OUR GROWING INDUSTRIES



SHARF'S ICE CREAM PLANT COR. PAWTUCKET AND SCHOOL STREETS

THE SUPERIOR QUALITY OF

SHARF'S ICE CREAM

Has made it famous for all festive occasions. Family trade a specialty.
Served at all reliable soda fountains.

—ASK FOR SHARF'S—

PROMPT DELIVERY

REASONABLE PRICES

CHARLES SHARF

ICE CREAM
MANUFACTURER

Cor. School and Pawtucket Streets

Telephones 3740-3760

LOWELL THE HOME OF TALENT

its lines into the city. Tracks were laid on Bridge street, and the lines extended from Merrimack Square to Lakeview park, then one of the favorite recreation grounds for Lowell people. In 1889 bonds were issued for the purpose of securing and installing electrical equipment for these lines to Lakeview, and in 1890, the railroad commissioners authorized the Lowell and Dracut company to issue further stock for \$100,000. The company then had various routes running to different points throughout the city. Meanwhile the city was growing rapidly and its settlements began to be projected farther into the suburbs. This gave rise to the question of rapid transportation for the dwellers of these growing communities to connect them with the central portion of the city.

In a short time, the directors of the Lowell and Dracut company acquired a controlling interest in the Lowell company. Consolidation, it was found, would better serve the interests of the public and would facilitate the operation of both lines. Accordingly the two were combined in the Lowell and Suburban Street Railway company. This had a very favorable effect upon the growth of the city of Lowell as well as of the suburbs.

The advent of electric power to replace the horses brought about a great increase in the street railway business, and in a remarkably short space of time, the horse cars were done away with, and electricity used instead.

Mr. P. F. Sullivan, president of the Bay State Street Railway today, was an officer of the Lowell and Suburban Street Railway company. This company was successful, being operated for a time without further change. At length, however, the Lowell, Lawrence and Haverhill Street Railway company was formed and some time afterwards, the latter and the Lowell, Lawrence and Haverhill roads were combined under the latter name. The next company to enter the field was the Lynn and Boston company which soon consolidated with the Lowell, Lawrence and Haverhill lines under the name of the Lynn and Boston company. This was followed by the Boston and Northern company, and at last by the Bay State Street Railway company.

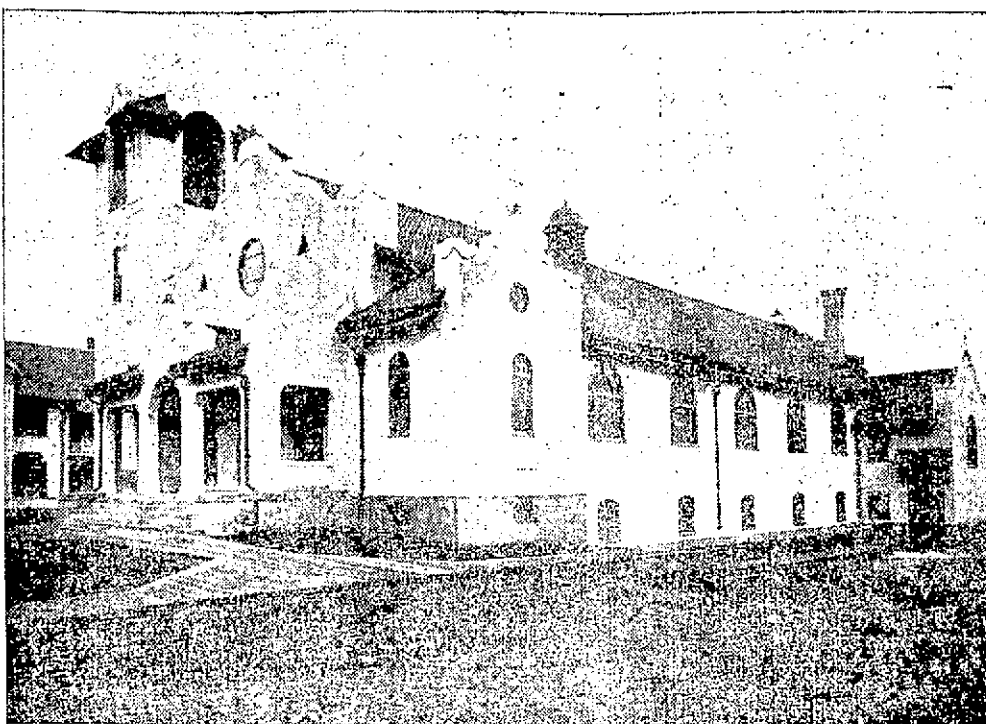
Today the Bay State Street Railway system serves 36 cities and towns, extending from Nashua, N. H., to New-

port, R. I., with numerous branches. The company is operating on approximately 940 miles of track. It has nearly 950 closed cars and approximately 1100 open cars. Mr. P. F. Sullivan is president of the company, having a very wide experience in the street railway business. Mr. Thomas Lees is general superintendent in Lowell, and Mr. H. E. Farrington is superintendent. Both men have had a wide experience in this work and have very creditably conducted the affairs of the company in Lowell and vicinity. Mr. Lees started as a conductor in 1888, and his rise from that to the positions of assistant starter, starter, and finally to his present high position was rapid. Mr. Farrington has been connected with several other companies in responsible positions, and has been with the Bay State company about four years.

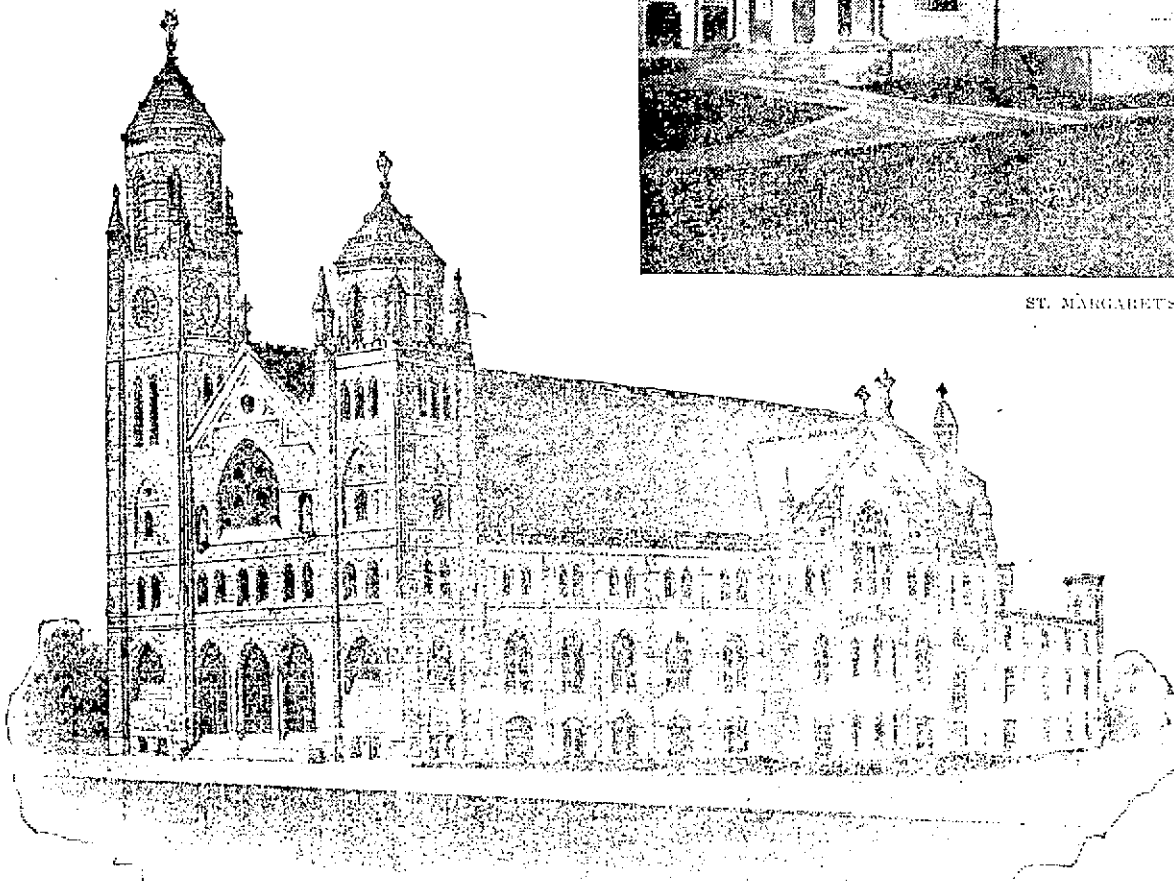
Lowell is connected with every part of Eastern New England by trolley lines, and very many people take advantage of this fact in planning their summer vacation trips.

LOCAL INDUSTRIES

More than half a century ago the Lowell Gas Light company was established in this city and began operations, supplying the needs of the people of this city, in a capable manner, and never losing an opportunity to grow and expand. The legislative act enabling the incorporation of this company was passed in 1849 and was



ST. MARGARET'S CHURCH



ST. PETER'S CHURCH

energy and added enterprise on the part of the manufacturers, the city could be greatly aided as a shoe manufacturing city. This industry was started in Lowell in 1887 when the John Pilling company, in Worthen street, began the manufacture of women's shoes with a capacity of 1000 pairs per day. Since then other companies have come and built factories until Lowell is at present a very promising shoe city. The other companies operating here at present are: Federal Shoe company, L. H. Spaulding company, A. J. Foster company, Stover and Bean company, Mears, Feely and Adams, Field and Lumbert Co., Barry Shoe Co., Robinson and Hazleton Co., Frank Hoyt Co.

There are many circumstances which contribute to the prospects of the city as a center for the development of the shoe industry, including direct connection with the United Shoe Machinery Co., and other facts. With an increased interest toward getting more skilled labor to the city, the manufacturers have it in their power to bring about this development. Also by advertising Lowell as a shoe city, which is done to a large extent by the ever alert board of trade.

AMERICAN HIDE & LEATHER CO.

One of the most prominent of Lowell concerns is the American Hide and Leather company, whose Perry street tanneries are familiar to every resident. The fame of this company is world wide, and its products are sent to every corner of the globe.

The Lowell tanneries of this company are located in several mammoth buildings, comprising a remarkable plant and employing a very large number of men. Five of the leaders of the products of this company are very well known throughout the country; they are listed as follows: Tan Royal, Royal Kid, Bronco Patent, Number 102, Box Calf and Willow Calf. The company supplies the makers of the highest grade footwear for the material with which to manufacture their products.

The company has headquarters in Boston, New York, Chicago, St. Louis, Cincinnati, and these include offices and stores. There are calfskin tanneries in Lowell, Danvers, Mass., and Chicago. Side Upper Leather tanneries in Milwaukee, Wis.; Sheboygan, Wis.; Ballston Spa, N. Y.; Curwensville, Pa., and three plants in Woburn, Mass. There is a large shoe stock

signed by Governor George N. Briggs. The capital stock was not to exceed \$200,000. Business however, was actually begun a short time later with a capital far below the limit.

Since the establishment of this company, the use of gas in lighting and heating for household purposes has grown in popularity. Today the company has a magnificent plant in School street for the generation of gas. At the corner of Shattuck and Middle streets, the company has a business office equipped in a modern and up to date way, and in Merrimack street is a gas appliance store where are sold various gas appliances, such as lamps, stoves, flatirons, and other equipment for the household. Mr. George S. Motley is president of the board of directors.

The company is one of the most prosperous of the Lowell concerns at the present time and has contributed largely toward the general prosperity of the city.

LOWELL AS A SHOE TOWN

Lowell is a rapidly growing shoe center, and with a little work and

EVERYTHING ELECTRICAL

ELECTRIC DOMES AND FIXTURES AT REDUCED PRICES

We wish to thank the people who have patronized our stores in the past, and assure you that we have tried to give each customer as much for his money as possible, and make a profit. Our stores in Lowell:

261 Dutton Street, 62 and 64 Central Street, and 63 Prescott Street

Save 25 to 35 per cent. by trading with us—We are the only wholesale electrical house in Lowell

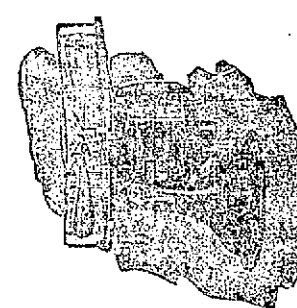
THE FOLLOWING ARE A FEW OF OUR PRICES

Reg. Price	Our Price
Brass Key Sockets.....	.30 .18
No. 50715 Receptacle.....	.15 .10
Green Twisted Lamp Cord, No. 18, ft.....	.03 .02
Black Reinforced Window Cord, ft.....	.05 .04
Electric 2 1/2 in. Shade Holders.....	.10 .04
2 Wire Porcelain Cleats, pair.....	.02 .01
3 in. 5-16 Tubes.....	.02 .01
Household Medical Coils, each.....	3.50 2.40
Old Brass Pull Sockets.....	.09 .05
Pencil Zines for your battery.....	.06 .04
Salamoniac, by package.....	.06 .04
Cylinder Carbons for battery jars.....	.25 .15
No. 6 Autoerat Dry Cells, each.....	.25 .20
Columbia No. 6 Dry Cells, each.....	.25 .20
Red Top Columbia Ignitor, each.....	.30 .22
Ever Ready Tungsten 3 Cell Flashlight Batteries.....	.30 .20



Reg. Price	Our Price
Automobile and Motor Switches from 25c to \$1.....	
Fans from.....	\$5 to \$30
Telephone Instruments from, each.....	\$1.10 to \$3.30
Spark Plugs from, each.....	.23c to \$1.50
Flashlights from.....	.26c to \$5.00

Reg. Price	Our Price
Shepard's 3 Cell Tubular Batteries.....	.20
2 Cell Shepard's Tubular Batteries.....	.17
2 Cell Nickel Case Flashlights.....	.49
2 Cell Miner's Tubular Ever Ready Batteries.....	.19
3 Cell Miner's Tubular Ever Ready Batteries.....	.46
Electric Battery Engines.....	.53
Stiff Rope Gas Brackets.....	.20
Single Swing Gas Brackets.....	.35
Gas Tips, dozen.....	.10
Gas Mantles, each.....	.10 to .30
Wooden Push Buttons, each.....	.05
Carbon Lamps, 3 1/2 volt, each.....	.10
Carbon Lamps, 110 volt, 16 c. p. lamp, each.....	.16
Wooden Battery Switches, each.....	.10



Reg. Price	Our Price
Inverted Gas Burners, complete.....	.27
Gas Shades.....	.10
Electric Shades.....	.10
Inverted Gas Shades, each, from.....	.10 to .30
Gas and Electric Domes, from.....	6.70 to 40.00
Electric Portable Lamps, from.....	3.00 to 50.00
Electric Portable Lamps.....	22.50 13.80
Electric Portable Lamps.....	11.40 6.30
Electric Portable Lamps.....	13.20 8.80
Electric Portable Lamps.....	9.60 5.05
3 Light Electric Chandeliers.....	4.00 2.50
3 Light Electric Chandeliers.....	6.00 3.25
4 Light Electric Chandeliers.....	20.00 9.25
2 Light Gas Fixtures.....	1.75 .90
3 Light Gas Fixtures.....	2.20 1.30
4 Light Gas Fixtures.....	13.60 8.25
Portable Desk Lamps.....	12.00 3.50
Triangle Electric Iron.....	3.00 2.60

WE CARRY A LINE OF PLUMBERS' SUPPLIES. CALL AND SEE OUR GOODS AND PRICES.

We make a specialty of furnishing small induction motors for all kinds of work.



WE DO ALL KINDS OF ELECTRICAL WORK.

New England Electric and Supply Corporation

J. HENRY COLLINS, Treasurer and Manager.

TELEPHONES—1317-W, 1317-Y, 1317-R

LOWELL CATERERS TO THE WORLD

plant at Binghamton, N. Y., and sole leather tanneries at Manistee, Mich.; Manistee, Mich., and Merrill, Wis.

MACHINE SHOPS

The Saco-Lowell Machine company has one of the largest plants of any Massachusetts Manufacturing company. The company organized in the

mention to a few of those which have figured most prominently in the city's growth and which are spreading broadcast the fame of the city.

ELECTRIC LIGHT CORPORATION

Another thriving and progressive corporation is the Lowell Electric Light Corporation, the office of which is in Central street, and the plant in Belvidere.

of The Sun. The company deals in all sorts of electrical appliances, for lighting, heating and furnishing power, and many useful and valuable articles are on display at the store in Central street. These windows have gained an enviable fame among Lowell people because of their novelty and constant attractiveness. They show what is

found throughout this industrial edition, numerous messages to the readers from the manufacturers and business concerns, who, by means of advertisements in this big medium are conveying to the general public the news of their progress, the list of their products, etc., and showing why they should be patronized.

FACTORY PRODUCTS FAMOUS

At another point in this story of Lowell, mention was made of the fact that Lowell has the greatest variety of products of any city in the country. This is a fact, the importance of which is perhaps not sufficiently impressed upon the people.

The fact of Lowell's location at the confluence of these two great rivers, the Concord and the Merrimack, has been an important factor in the bringing to this city of the various big manufacturers, even of those who do not use water power.

Some of the products of Lowell are world wide in their fame, having been advertised and sold in every civilized land. This could not be the case if the products were not wholly worthy of all the good things which their advertisers claim for them. They have been projected into the general trading world, and have met with favor at the hands of the people.

For instance, a few of Lowell's famous products, omitting for a time, the great amount of the finest quality cloth which is turned out by the mills, are as follows: C. S. cartridges, Ayer's scapularia, hair vapor and other remedies, Hood's sarsaparilla and other remedies, Remedy, Hoyt's safety razor, O'Sullivan's rubber boots, Bickel's carpets, Shawmut battery, St. Thomas salve, Heinz's ketchup, Ketchum's flooring, rubber tires of all sizes and kinds, from the Patterson Rubber company, and many others, too numerous to mention.

In advertising all of these products, their manufacturers have advertised the city to a wide extent, with results that have been almost incredible.

The patent medicines made in Lowell are of country wide use. The products of the J. C. Ayer company are known to every one, as are those of the U. I. Hood company.

Lowell is a big shopping center, being handsomely located to a large number of smaller towns. This is facilitated by the fine service of the Bay State Street Railway company. People come from Grandville, Ayer, Nashua,

Milford, Pelham, N. H., Hudson, Tyngsboro, Braintree, Billerica, North Billerica, Burlington, Bedford, Woburn, Andover, Ballardvale, Dunstable, Popperell, Westford, Brookside, Forge Village, Chelmsford, North and South Chelmsford, Carlisle, Littleton, Harvard and other places.

PARKS AND PLAYGROUNDS

There is another side in the life and prosperity of a city beside the commercial side, namely the social life, the resources for recreation, the public institutions.

Lowell is noted for its public playgrounds, places of recreation for her children, which have been of untold benefit to the city in affording healthful out-of-door recreation to all who desire to take advantage of it. The system has been established and kept up for a number of years, always with

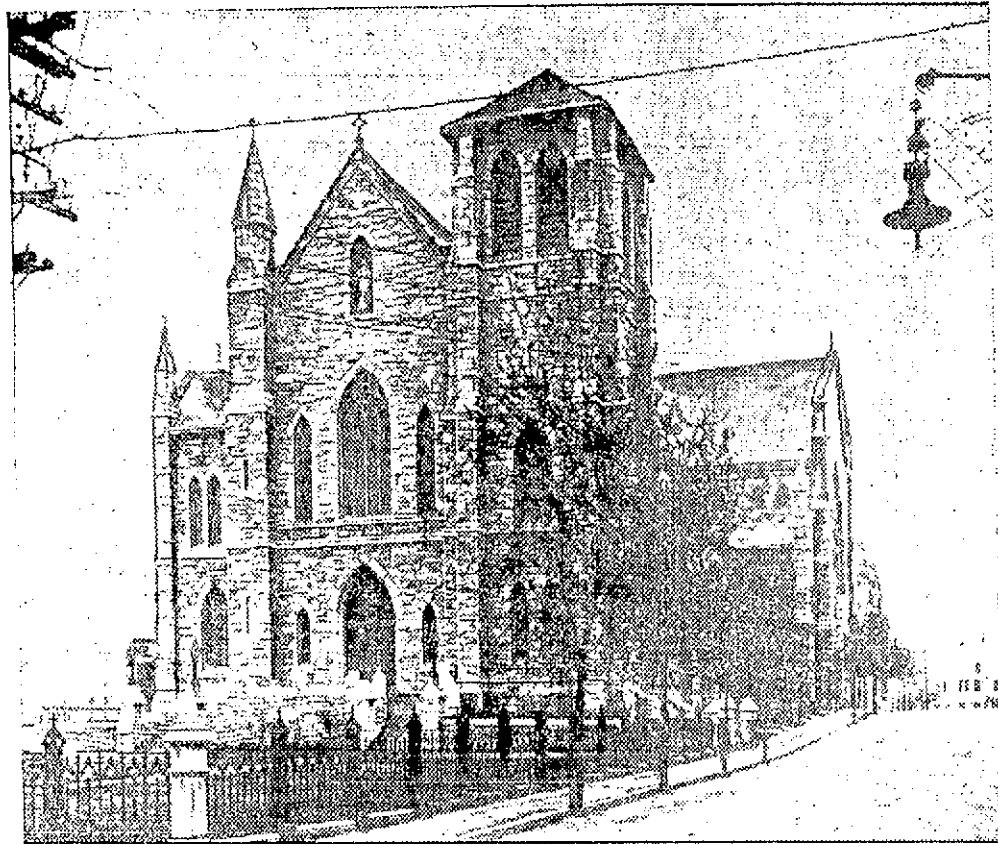
increasing success, a fact that has been a source of gratification and pride to the residents of the city, and which has caused visitors and people of other cities to speak in glowing terms of the spirit of the "City of Spindles." Lowell has about 142,322 acres of public parks and playgrounds, and the valuation of these is nearly \$700,000. These afford amusement for the children. Throughout the summer months the little lads and misses have at their disposal playgrounds where they may enjoy all sorts of sports and games under the direction of competent, watchful supervisors. The boys are taught baseball, basketball, and the various other athletic sports, while the girls are afforded useful information and instruction in various kinds of work, and this is accomplished in a manner that is more like play to them. They are also taught the dances of

the nations. At the end of the playground season, each year, there is a grand exhibition at the grounds at the South common at which people from all over the city congregate to watch the organized play of the little ones.

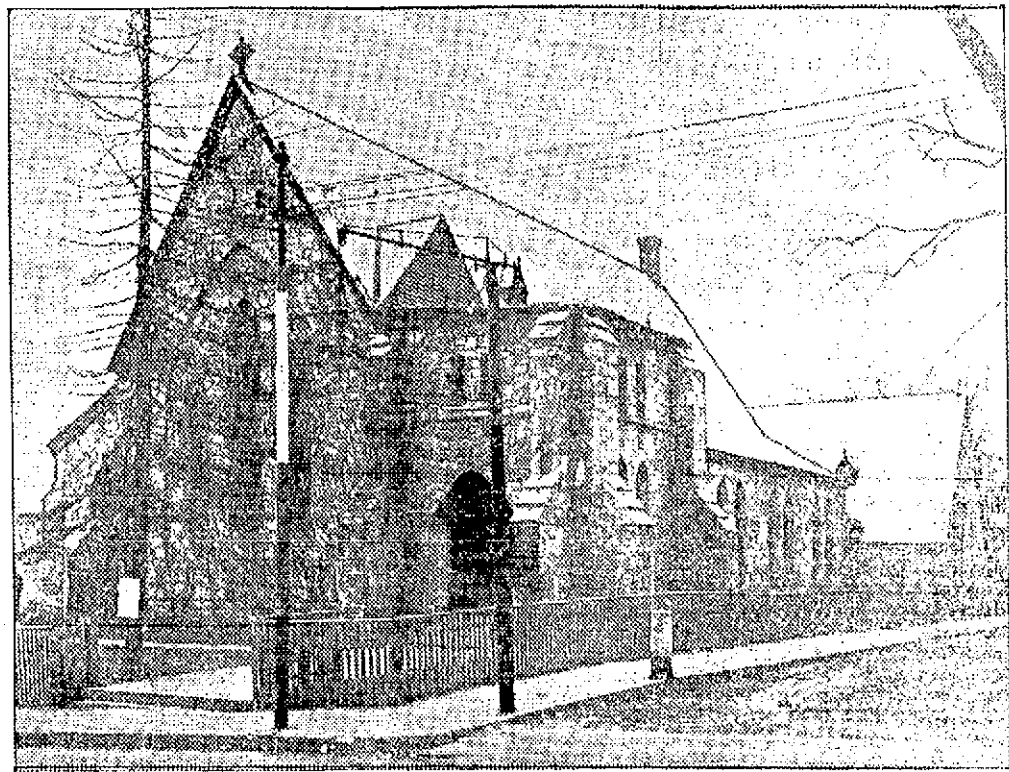
The parks are another big feature of the city, and make Lowell the "City Beautiful." Throughout the warm weather these are frequented by the residents. One of the most beautiful of the parks is that on Fort Hill, where in years gone by was situated an old Indian fort.

BOARD OF TRADE

Lowell has a live organization of the business men, known as the Lowell board of trade, an organization which has been exceedingly active in promoting the city's growth. It would be most fitting at this point to give a history of this board of trade, from



IMMACULATE CONCEPTION CHURCH



ST. JOHN'S EPISCOPAL CHURCH

early days of the history of this section, and has grown wonderfully. Today the Lowell plant is one of the largest and most efficient of the kind in the country.

It would be impossible to go into detail regarding all of the manufacturing of this city but in the foregoing paragraphs, we have simply given due

credit. This company deserves special mention from the fact that it supplies, with electric light, heat or power, a great number of the families or manufacturing plants of the city of Lowell.

The company is a firm believer in advertising and its daily message to the public will be seen on the lower part of the first page of each edition

of the Sun. The company deals in all sorts of electrical appliances, for lighting, heating and furnishing power, and many useful and valuable articles are on display at the store in Central street. These windows have gained an enviable fame among Lowell people because of their novelty and constant attractiveness. They show what is

found throughout this industrial edition, numerous messages to the readers from the manufacturers and business concerns, who, by means of advertisements in this big medium are conveying to the general public the news of their progress, the list of their products, etc., and showing why they should be patronized.

BURN WILSON'S COAL

Lime, Cement, Brick

BUILDING MATERIAL OF ALL KINDS



DISTRIBUTORS OF LOWELL GASLIGHT COMPANY'S

COKE

E. A. WILSON & CO.

4 MERRIMACK SQUARE—700 BROADWAY—15 TANNER STREET

Pure Drugs, Chemicals, etc.

CAN BE BOUGHT AT

Talbot's Chemical Store

AT ALL TIMES. PRICES ARE RIGHT AND CUSTOMERS ARE ALWAYS ASSURED THE BEST ATTENTION

Carbolic Acid Cryst., lb.....	35c	Ginger (Ground) lb.....	20c
Boric Acid (Antiseptic) lb.....	19c	Powdered Hellebore, lb.....	20c
Oxalic Acid (Bleaches) lb.....	15c	Insect Powder, lb.....	35c
Alcohol (Pure Grain) pt.....	45c	Iodine Tincture, 4 oz.....	30c
Alcohol (Denatured) pt.....	10c	Metal Polish.....	10c, 25c
Alum (Ground or Lump) lb.....	5c	Sponges (Large), each.....	20c
Ammonia (Double Strength) pt.	10c	Oil Cedar, 3 oz.....	25c
Aniline Colors, oz.....	10c	Castor Oil, pt.....	17c
Arnica Tincture, 8 oz.....	35c	Castor Oil (Flavored) 4 oz.....	15c
Arrowroot, Powdered, lb.....	30c	Rae's Olive Oil, qt.....	85c
Bay Rum (Best Imported), qt...	70c	Pasquale Olive Oil, qt.....	70c
Bisulphide Carbon, lb.....	30c	Floor Oil, gal.....	30c
Blue Vitriol, lb.....	10c	Cottonseed Oil, qt.....	25c
Borax (Ground) lb.....	7c	Screen Enamel.....	15c, 25c
Calcium Carbide, 10 lbs.....	85c	Bath Tub Enamel, pt.....	80c
Camphor Gum, lb.....	52c	Bronzing Liquid, qt.....	35c
Moth Balls, 3 lbs.....	25c	Bronze Powders, oz.....	10c
Moth Flakes, 3 lbs.....	25c	Floor Paint, qt.....	50c
Arsenate Lead, lb.....	18c	Household Varnish, qt.....	55c
Pyrox (Bowlers) lb.....	25c	Interior Enamel, qt.....	70c
		Liquid Granite, gal.....	\$3.00

40 MIDDLE ST.

LOWELL THE CITY OF ENDEAVOR

its origin, and a brief summary of the work which it has accomplished through the enterprise of its officers and members. Mr. John H. Murphy, the present secretary, is one of the most active of the promoters of the interests of the city today, and is always on the alert for an opportunity to add to the city's industrial and commercial resources.

The first business organization of the city of Lowell was known as the Lowell Business Men's association, which was organized May 31, 1887, with Charles H. Coburn as president. September 26, of the same year, the

replete with many undertakings tending to the betterment of local conditions and among the many important recommendations made or projects launched were the following: Improvement of water supply, building of a new high school, building of a new postoffice, establishment of the Textile school, and many matters of a civic nature.

The board today is much larger in membership, its scope of work is broader and its many accomplishments are heralded as acts of efficient business building.

The membership numbers about 860 and the surrounding towns are organ-

other industries that have been in operation here. Shoe shops, felt factories, machine shops, chemical plants and rubber establishments that have started business here during the past three years have added a million dollars to the annual pay-rolls of the city.

The board has made many valuable

affairs, city beautiful work, educational projects, regulation of fire insurance rates, legislation, postal affairs, public health, better roads and the development of the Merrimack river are a few of the topics which entail the work of committees and which are at present being discussed

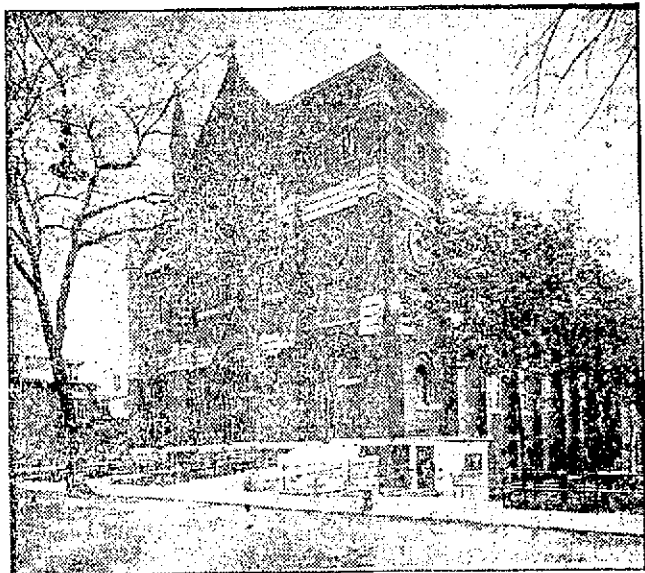
libraries of the larger cities and many have been sent to the American representatives in foreign countries.

The business and professional men who are members of the Lowell board of trade are proud of their organization and business interests of New England do not hesitate to commend

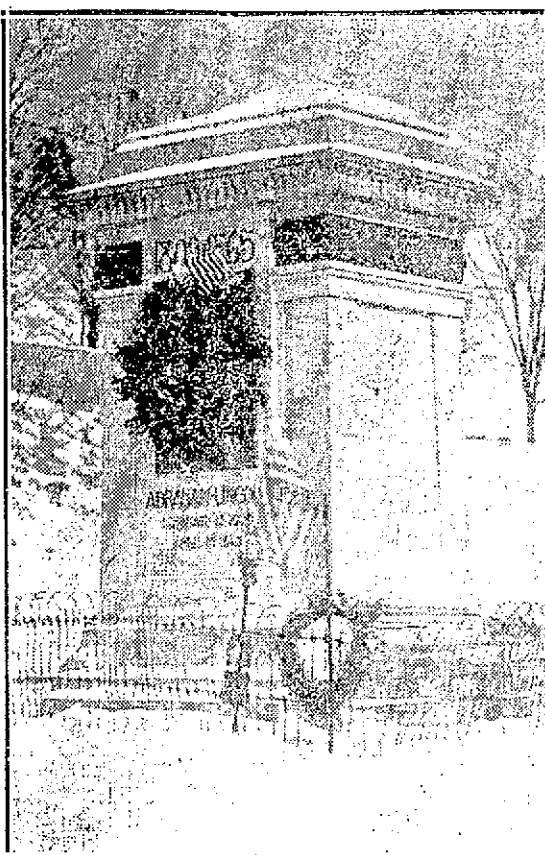
company, a corporation engaged in the manufacture of automobile tires, and the location of the mammoth locomotive, car and repair shops of the Boston & Maine railroad are two very successful results of an industrial nature in connection with the work of the Lowell board of trade. In competition with hundreds of cities seeking the location of these two plants the effectiveness of an efficient organization and the civic pride and unselfishness of the members counted wholly for the success attained.

The past presidents of the board have been the following: Charles H.

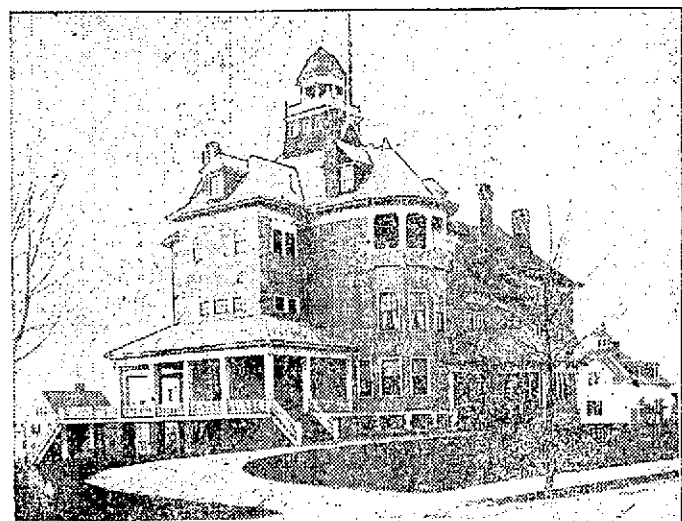
ard, Ex-President Walter S. Watson, Ex-President Alonzo C. Walsh, Ex-President Henry A. Smith, Ex-President Harvey B. Greene, Otis W. Butler, Daniel F. Carroll, Milo D. Clay, Hon. John E. Drury, Harry Dunlap, Hatford N. Elliott, Frederic A. Fisher, Esq., Robert Friend, Patrick Glibride, Walter E. Guyette, Irving D. Kimball, George E. King, Dr. Joseph E. Lamoureux, Benjamin J. Mahoney, William A. Mitchell, Clarence H. Nelson, Frank Richard, James C. Reilly, Esq., Arthur W. Saunders, Daniel W. Shanahan, Hon. John T. Sparks, George H. Taylor, Paul B. Wesson, George W. Trull,



SACRED HEART CHURCH



LINCOLN MONUMENT



THE HIGHLAND CLUB

name was changed to the Lowell board of trade and January 16, 1890, it was decided to incorporate the organization and February 8, 1890, a charter was received from the commonwealth of Massachusetts incorporating the Lowell board of trade with the following names inscribed as charter members:

Charles E. Adams, G. Winfield Knowlton, Francis Jewett, Edward N. Wood, J. L. Chalfoux, Charles W. Wilder, Roswell M. Boutwell, Charles A. Stott, P. O'Hearn, Charles H. Coburn, Arthur G. Pollard, J. Tyler Stevens, George A. Marden, A. M. Chadwick, Amasa Pratt, George H. Marston.

The early records of the board are

ized and it is safe in reckoning about 2000 members of boards of trade in Greater Lowell. The advantages of cities and towns having organizations are manifold.

A business organization that is constantly working for the interests of a city or town is bound to increase the prosperity of the community.

The record of the board for the past few years is of such a nature as to warrant universal commendation for industries have been induced to locate in Lowell, which have given employment to thousands of employees and the wages paid have been in advance of

recommendations to the city government namely, licensing of newsboys, layout of streets, better street lighting, establishment of public hall and public market, elimination of the bill board nuisance, the fencing of the canals and the establishment of industrial schools and playgrounds.

Transportation matters, municipal

with an idea of advancing the welfare of the community.

The board has lost no opportunity to favorably advertise the city in every way possible and has printed year books which display the advantages and tell of the opportunities of the city in a very interesting way. These books have been distributed to the

the board for its activity, accomplishments and standing.

The meetings of the board which are frequently held are given over to the discussion of some topic of interest, dealing with city, state or national affairs in business and are well attended and prove instructive and interesting.

The location of the Patterson Rubber

Coburn, Charles E. Adams, Charles A. Stott, J. L. Chalfoux, George A. Hanscomb, Jesse H. Shepard, W. S. Watson, George H. Marston, Charles H. Conant, B. J. Neale, A. G. Walsh, Henry A. Smith, Harvey B. Greene, Arthur L. Gray.

This present officers are the following:

George M. Harrigan, president; Robert F. Marden, first vice-president; Frank Hanchett, second vice-president; P. O'Hearn, third vice-president; Edward B. Carney, treasurer; William F. Hills, auditor; William Cogger, clerk; Hon. Dennis J. Murphy, Ex-President Jesse H. Shep-

ard, Rev. C. H. Williams, Dr. H. N. Larabee, William J. Quigley, Hon. Edward Fisher.

Success has crowned the past year's work and the officers and members are ever on the alert to advance the interests of the community and are ever watchful of the slogan, "Lowell, the City of Opportunity."

LOWELL'S INSTITUTIONS

There are many features about Lowell which combine to make it the "City Beautiful." Among these are the parks, well kept and adequate, the shade trees along the streets and our

G. C. Prince & Son, Inc.

—WHOLESALE AND RETAIL—

STATIONERS

Books, Art Goods, Stationery,
Office Appointments, Wrapping
Paper, Typewriters and Supplies

GLOBE FILING CABINETS, PICTURE FRAMES TO
ORDER, CIRCULATING LIBRARY AND
GIFT SHOP

This firm furnished the frames for the beautiful Coggeshall paintings which adorn the walls of the business office of The Sun; the Globe filing cabinets in The Sun editorial department and equipped every office in The Sun building with standard thermometers.

G. C. Prince & Son, Inc.

106-108 MERRIMACK ST., LOWELL

Telephone 4330

Quick Auto Delivery

INSURANCE VARIETIES

Fire, Life, Accident, Health, Plate Glass, Steam Boiler,
Flywheel, Use and Occupancy, Rents

Leasehold, Liability, Compensation, Automobile, Bond,
Transportation, Burglary, Property Damage

Tornado, Collision, Tourist, Registered Mail,
Sprinkler Leakage

—FOR SALE BY—

FRED. C. CHURCH

GENERAL INSURANCE AGENT

Prompt and Liberal Adjusters of Losses

53 CENTRAL ST. Phones 917-918 CENTRAL BLK.

LOWELL THE CITY OF SUCCESS

public buildings.

One of the chief sources of local pride is centered in the magnificent city hall and the Memorial building. The Lowell city hall is constructed of Conway granite, and is situated at the junction of Merrimack and Moody streets, a most convenient and centrally located site for such a building.

The interior of the building is clad

buildings were constructed at about the same time. Memorial building today contains the city library, and the Memorial hall, the latter used for the meetings of some of the G. A. R. posts, the Spanish war veterans and kindred organizations.

One important resource of the city of Lowell is her public library, a most complete institution, with thousands of volumes and constantly growing

section of the entry of the city hall at that day and was opened on Feb. 11, 1876. A fee was paid by the people for the privilege of taking books from the library, the fee being 50 cents per year. Josiah Hubbard was the first librarian. He continued in that office for thirteen years.

In the early days of the library, the city purchased a private circulating library and later the mayor was re-

Here, the library grew until the quarters became too crowded, and it was finally decided by an act of the city authorities to erect a Memorial hall.

The present librarian is Mr. Frederick A. Chase who has held that office for a number of years. During his incumbency there has been a notable growth in the library, the circulation of its books, and the number

residents of the city. A sum was appropriated to add to the number of these books, their original addition to the library's shelves having met with such decided favor.

The library today is all that could be desired, and is a real credit to our city. Its equipment is for the most part fireproof; there is a large reading room where are placed tables containing all the latest standard periodicals,

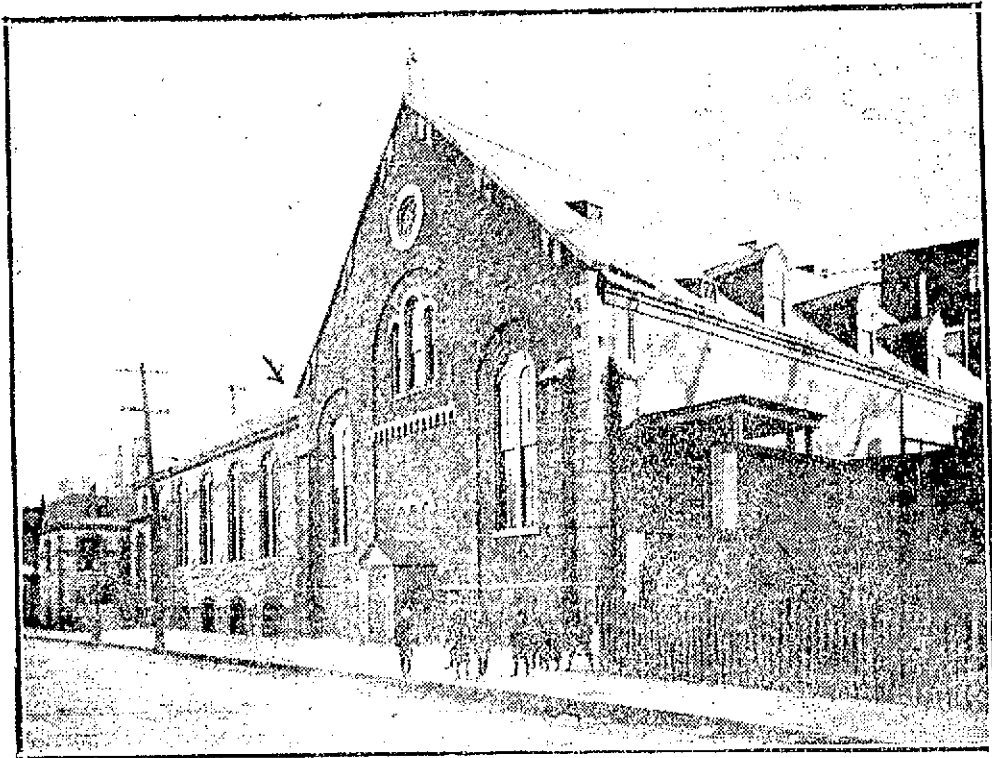
H. Allen, then representing the Seventh district, made an appropriation of \$200,000 for a federal building to be erected in Lowell. The government selected the site at the corner of Appleton and Gorham streets, previously to that time the site of St. Peter's church.

The building which serves us today was then erected, and is a credit in every way to its builders. Of late,

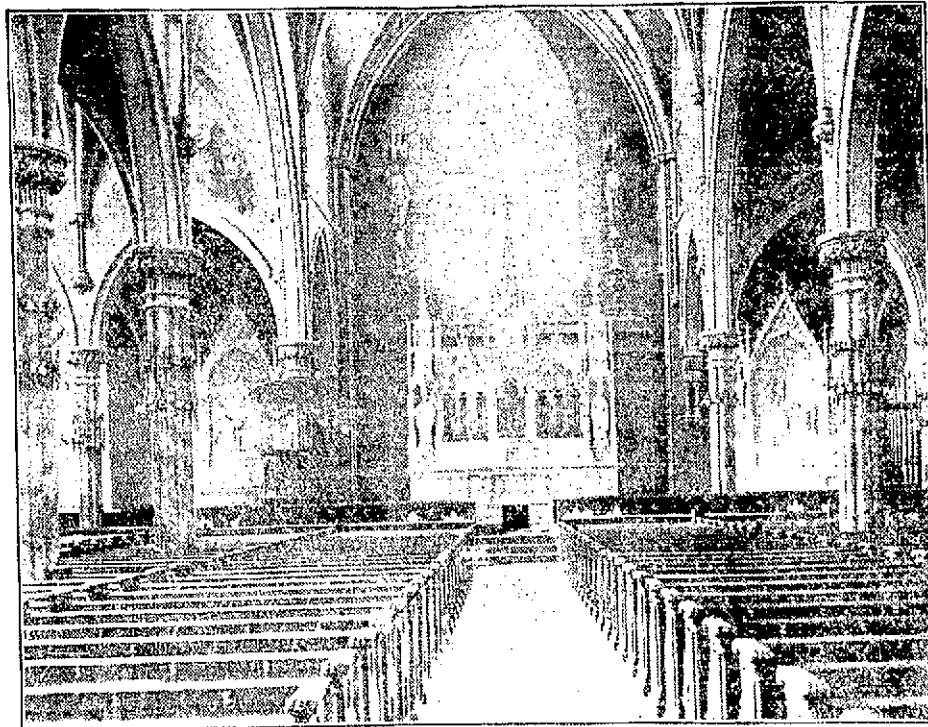
to it.

THE ARMORY

The armory in Westford street is another most imposing structure. It has often times been described as a "model of military convenience" which is quite true. The building was constructed at a cost of about \$90,000, to fill the need left by the destruction by fire of the old armory in Middle street, the loss of which left



ST. JOSEPH'S CHURCH



INTERIOR OF ST. PATRICK'S CHURCH

completeness. There are handsome council chambers for the members of the municipal council, and for the various other committees and departments. There are separate offices for the heads of all the various departments.

In the same large triangular plot in which the city hall was erected, stands the Memorial building. Both

The library was founded by an act of the city council on May 20, 1844. At that time there were several school libraries, and a sum was appropriated by the city for establishing

this school and the first library was established in the city. It was first located in the

quest to draw from the treasury, of its volumes. The people of Lowell realize the benefits to be derived from the city library and are not slow to

the advantages of them. There is a great proportion of the historic, valuable and other incentive reading matter used by them. Recently a number of Polish books were

art and reference departments, all well up to date.

THE POSTOFFICE
At this time when Congressman Rogers is directing his efforts toward the erection of a new postoffice in the city, it is interesting to glance briefly at the history of the present federal building at the corner of Gorham and Appleton streets. In 1854, Congress, through the efforts of Hon. Charles

however, the authorities have noticed a lack of suitable room for accommodations to most efficiently handle the mails and the result has been a movement toward the erection of a new postoffice building, in a more central portion of the city. Many of the Lowell business men have been in favor of this, and Congressman Rogers has devoted some attention

the military companies without suitable headquarters. It is a strongly built structure, and the interior is most fittingly arranged for the use for which it was intended.

COUNTY COURT HOUSE
The court house in Gorham street is one of the attractive buildings of the city, having a really classic appearance. The old court house was

the military companies without suitable headquarters. It is a strongly built structure, and the interior is most fittingly arranged for the use for which it was intended.

COUNTY COURT HOUSE
The court house in Gorham street is one of the attractive buildings of the city, having a really classic appearance. The old court house was

1827

1914

DONOVAN HARNESS CO.

SUCCESSORS TO BRABROOK HARNESS CO.

—MANUFACTURERS OF—

HARNESSES

—OF EVERY DESCRIPTION—



CORNER MARKET AND PALMER STREETS, LOWELL

James C. Donovan, the founder of the Donovan Harness Co., learned his trade with Brabrook, the pioneer harness maker of Lowell, and afterwards succeeded him in business. The Donovan Harness Co. today is located in its own building and is one of the finest equipped establishments in New England, where a complete line of harnesses and necessary articles for the stable, horse, carriage and automobile can always be found in great variety. We manufacture harnesses of every description. Auto tops made and repaired. We also carry a full line of shoe findings. We guarantee first class workmanship and satisfactory dealings in every particular.

DONOVAN HARNESS CO., Lowell, Mass.

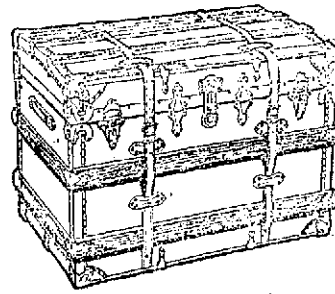
VACATION SUGGESTIONS

—BUY YOUR—

Traveling Equipment

OF THE LARGEST TRUNK
DEALER IN THE STATE

DON'T GO TO BOSTON; BUY OF US
AND SAVE 20%



THIS TRUNK ONLY \$8.00

We Have Everything For the Traveler

TRUNKS \$2.50 to \$65.00

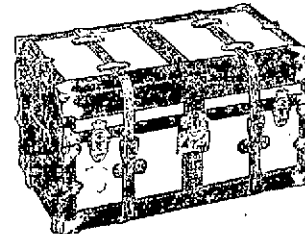
STEAMER TRUNKS
DRESS TRUNKS
HAT TRUNKS

If you are going to travel,
buy the best and save a lot of
trouble. We have them.

WARDROBE TRUNKS
AUTO TRUNKS
BUREAU TRUNKS

Suit Cases in Leather

IN RATTAN, CANE, MATTING, AT
95c, \$1.50, \$2.00 up to \$5.00
TRAVELING BAGS IN MATTING AND CANE,
50c to \$5.00
IN LEATHER \$2.00 to \$25.00



OUR \$5.00 BAG IS A WINNER. POCKETBOOKS, STRAPS, NOVELTIES, ETC. WE
COULD NOT DESCRIBE OUR LINE IN THIS SMALL SPACE.

DEVINE'S

LOWELL TRUNK
MANUFACTORY

TRUNKS AND BAGS MADE AND REPAIRED

124 MERRIMACK ST. Telephone 2160

BRANCH—
200 ESSEX ST., LAWRENCE

LOWELL THE CITY OF HIGH IDEALS

erected about 1850, and was situated on the site of the present building. The need of a larger and better equipped house of justice for the county was soon apparent, and in 1893, the old building was moved to the rear of the lot, and the imposing addition built adjoining it, the addition being the present front of the court

buildings, including the schools, churches, fire stations, all of which are a credit to the city and in which the citizens have a just pride. The private buildings and business blocks are also suitably attractive as may be judged in passing along our principal business streets.

HOSPITALS

Lowell has four principal hospitals,

erection of a contagious hospital is under discussion and it is probable that another year will see such a hospital actually in existence. There are, besides, several dispensaries of a charitable nature, and other institutions for the caring for the sick and infirm.

LOWELL'S ADVANTAGES

Lowell has advantages as a residen-

the supposition that the only great industry of the city is the weaving of cloth and the spinning of yarn, the work of the great mills. Lowell has many other industries prominent among them being car shoe shops and great machine shops.

In Lowell is made the sail cloth for the great cup defenders of America, the hunting for the flags of the country, the cloth for the khaki uniforms

the factory operatives, and the fact that Lowell is so favored as

A RESIDENTIAL CITY.

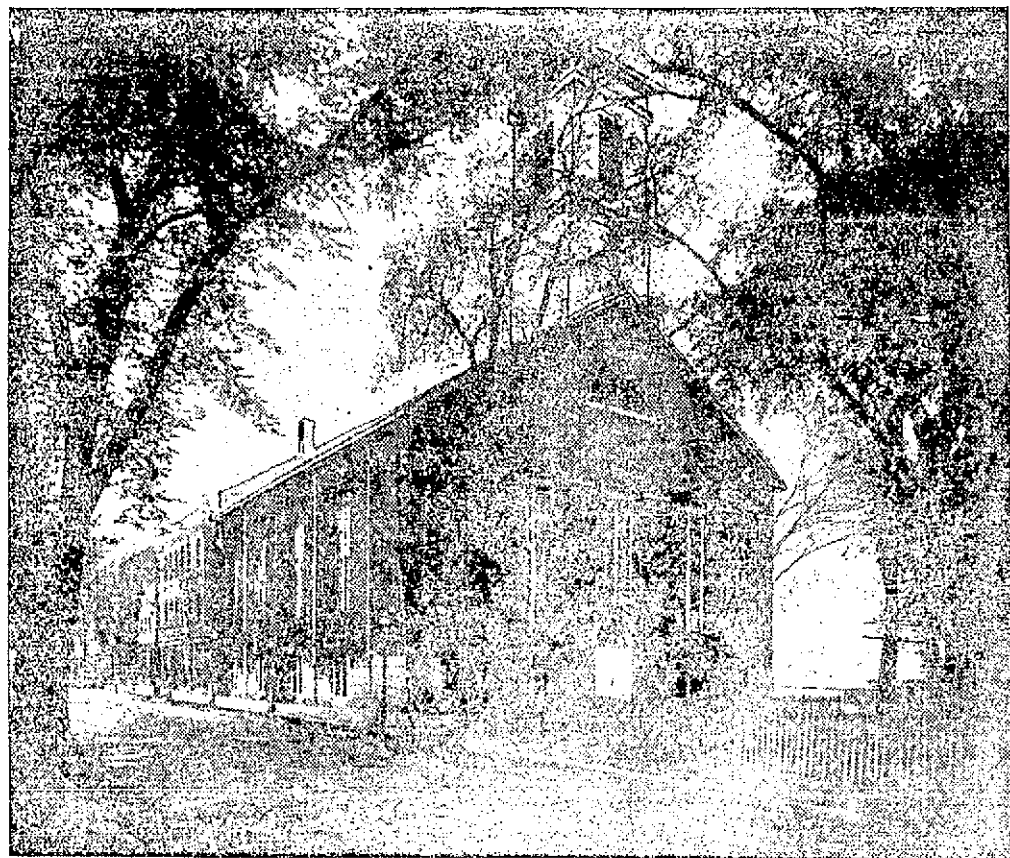
There have been many slogans concerning Lowell; it is called by a great number "The City of Homes" and again "The City of Opportunity." Surely there could be no better combination of conditions for the benefit and greatness of a community than

throughout the city in general, the streets are beautified by magnificent shade trees, well kept flower gardens, lawns, etc. The houses are of quite attractive architecture and there are many colonial mansions which are treasures remaining to the city from the early days of the colonists.

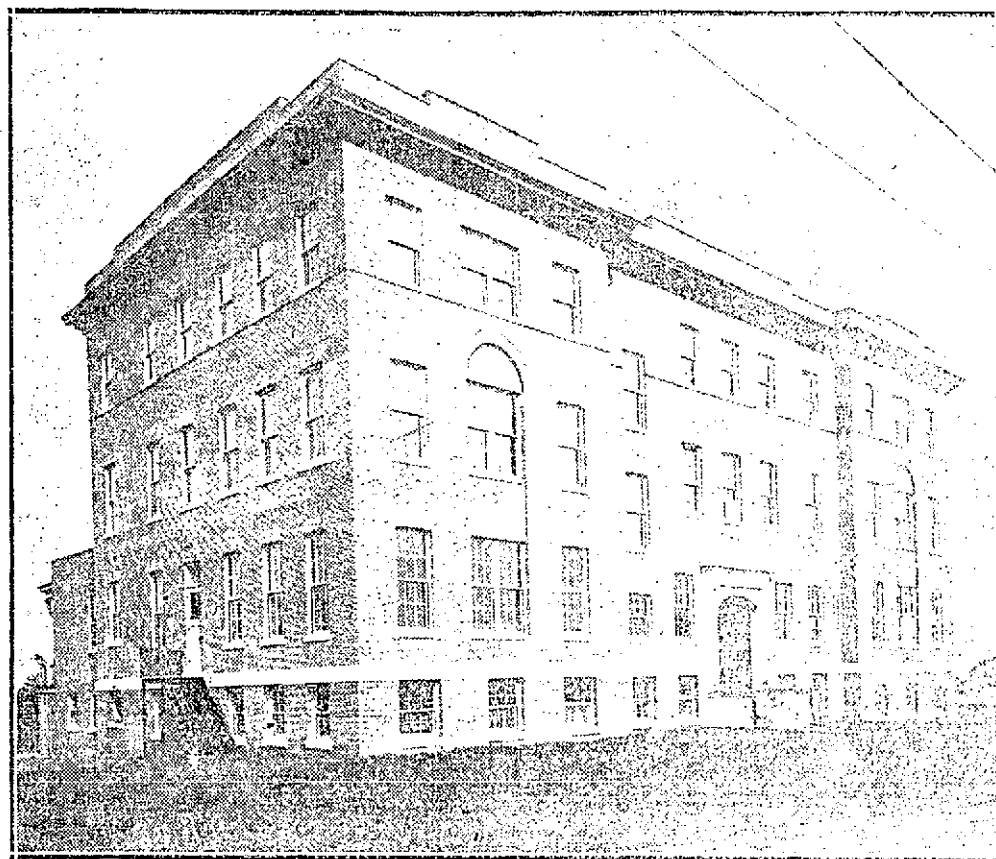
Lowell is also noted as the CITY OF OPPORTUNITY on account of the vast possibilities of

due the fact that so many industries, other than the mills, have located in or near Lowell, to find prosperity.

Lowell has a brilliant record for patriotism and her sons were among the first to respond to the call to arms in the great war between the North and the South and three of her sons gave up their lives for the Union cause with the gallant Sixth Regiment passing



ST. PAUL'S M. E. CHURCH



ST. PETER'S ORPHANAGE

house with its artistic entrance.

THE JAIL.

Mention must also be made of the county jail, which is a very large and conspicuous structure, exceedingly solid and having the appearance of an ancient castle. It is of odd architectural design, and the effect is most pleasing.

There are numerous other public

the Lowell General, the Corporation or Lowell Hospital, St. John's and Chelmsford Street Hospital, all of which are commendable institutions. They are distributed in various sections of the city. The hospitals are all well equipped, and have suitable accommodations for a large number of patients. At the present time, the

city at all times. One feature of the city is its compactness which brings the residential districts within convenient proximity to the business section, a fact which has many times been commented upon by visitors.

The great mistake made by some people who are not acquainted with the diversified industries of Lowell is

of the soldiers, the ammunition for the battleships and the army and navy products that are exported all over the world.

The city of Lowell has a remarkable record for peaceful labor conditions. All is now peace and contentment, and this is partly due to the variety of her manufactures, the intelligence of

these two. To return to the question of the residential district, the principal home sections, and the most beautiful portions of Lowell are on her hills which almost completely surround the city. These are the heights of Centralville and of Belvidere together with the Highlands, all prominent as residential districts. In these, as well as

her water power, her skilled labor and her great variety of industries, Lowell always has a cordial and a sincere welcome for new arrivals, for new industries, and always does everything possible to further their interests and make their location here a source of success. This is the progressive spirit of Lowell, and to this is partly

through Baltimore to save the capital and thus became the protagonists of the war. Even as far back as the war of the Rebellion, people of the town which was afterward incorporated as Lowell were among the militiamen at Concord and Lexington. That the people of Lowell are genuinely patriotic has been proved whenever the

1891

1914



JOSEPH MULLIN

Joseph Mullin

DEALER IN

Coal, Hay and Grain

TELEPHONE 600

953 GORHAM ST., LOWELL, MASS.

Nearly a Quarter of a Century
In Business In Lowell

QUALITY OF GOODS HONEST DEALINGS

PROMPT AND CAREFUL SERVICE

LOWEST PRICES

TELL THE STORY OF A SUCCESSFUL BUSINESS CAREER.

—LET'S SERVE YOU—

Bay State Dye House

DANIEL M. LEARY, Prop.

Lowell's Greatest Dyeing and Cleansing Establishment



DANIEL M. LEARY, Prop.

MEN'S AND WOMEN'S
WEARING APPAREL
CLEANSED, DYED AND
PRESSED

Dry Cleansing a Specialty

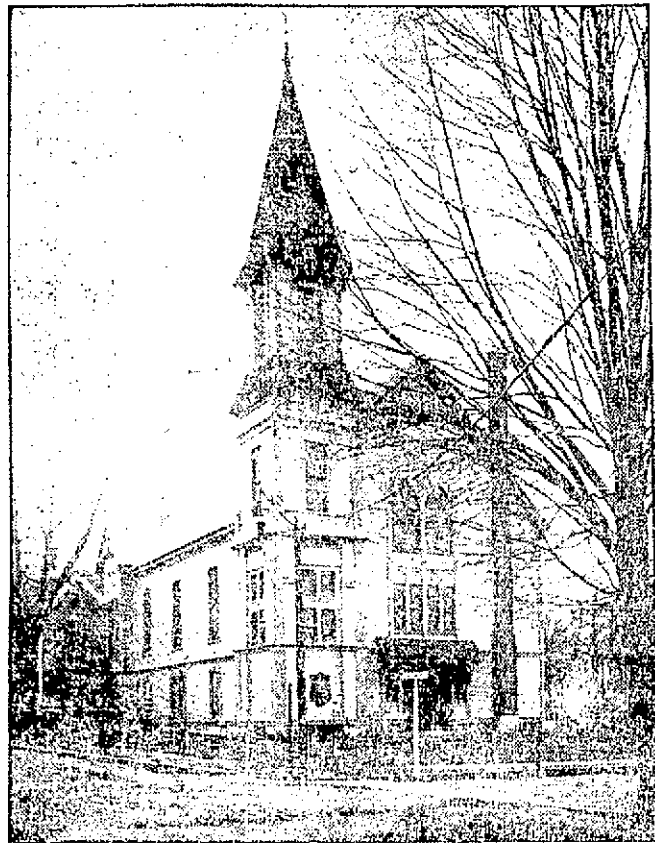
The Bay State Dye House is one of the oldest and most reliable establishments of its kind in Lowell and equal to any in New England. With the best and most improved machinery, backed up by years of practical experience in all lines of the business we are prepared to execute orders with care and despatch. We take pride in referring to our long list of satisfied customers. Prices reasonable.

Bay State Dye House

TELEPHONE 2414

64 PRESCOTT ST., LOWELL

LOWELL THE CITY OF EXPERIENCE



HIGHLAND M. E. CHURCH

country needed defenders. The same record was nobly sustained in the Spanish-American war.

We have not, in this account, been able to devote space to every industry of the city, nor even to do full credit to the accomplishments and growth of Lowell as a great industrial center. The writer has related in a general way

THE PROGRESS OF LOWELL.
from her beginning to the present time, pointing out the reason for her present high position in the industrial world, and touching, too, on her social and educational advantages.

THE FUTURE OF LOWELL.
Though we can lay no claim to pos-

sessing the powers of prophecy we are going to attempt to glance for a brief space into the future of Lowell. Glancing into the future we see even a bigger, greater, busier city pushing ahead, a city whose growth in the future will eclipse that of the past. We see more tall and imposing structures like The Sun building, a more extensive and varied business section, the Merrimack river made navigable, bearing inward coal and raw material and outward the product of our factories and looms.

The destiny of our city is in the hands of its representatives at city hall, its press and its people, and all should join to make the future Lowell what a great, active, enterprising and progressive city should be, always

moving onward and upward to things better, higher and nobler in the field of human endeavor in municipal progress, in intellectual advancement and the other high ideals of every free people.

THE LOWELL BANKS

It should be stated very clearly for the information of all who do not understand the laws protecting savings banks that nothing could be more secure than the ordinary savings bank conducted under Massachusetts laws.

allowed to purchase any bonds except those designated by the Massachusetts Savings Bank commission, as a safe and legal investment. The commission prohibits the purchase by a savings bank of the bonds of any company that has defaulted on interest or that has not paid a dividend for five consecutive years prior to the time of the purchase. Among the bonds so authorized are United States bonds, state, city and county bonds. Savings banks can invest in real estate mortgages provided the investment com-

mission is shown by the fact that they never admitted the now defunct Traders bank to the clearing house on account of the side line for savings deposits which it made a part of its business.

National bank notes are of equal value throughout the United States so that complete protection is thus given the holder for each bank must secure unimpaired interest bearing United States bonds in registered form, equal in amount to the total issue of notes desired. Thus a safe and sound currency, circulating without discount or distrust throughout the country is provided.

A National bank may receive money subject to check on which it does not, as a rule, pay interest—issue National bank bills, make loans, collect drafts and to a limited extent purchase and hold real estate. Among the more important duties of the National bank are the buying and selling, exchange, making collateral loans, discounting and negotiating bills of exchange, promissory notes and other forms of indebtedness.

The high reputation for honesty and

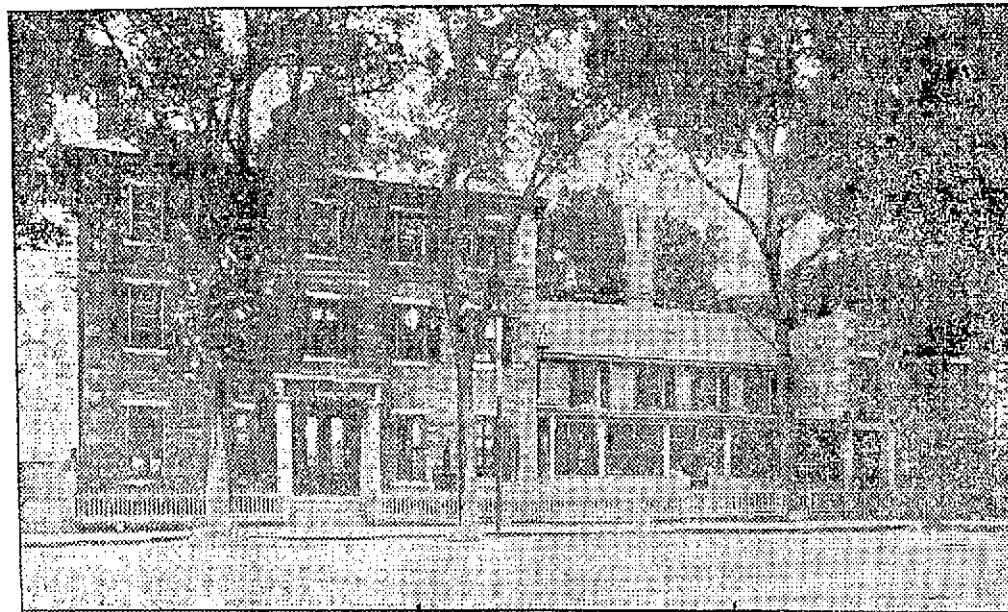
business acumen borne by the officials who control the National banks of Lowell is not only a guarantee of the stability of the banks but of the fair treatment of all their patrons. There are in Lowell seven Savings banks and four National banks, with two Trust companies.

THE LOWELL CLEARING HOUSE

The four National banks constitute an association known as the Lowell Clearing House, the object of which is to facilitate the exchange or clearance each day of the various checks passing between the members, to turn over the balances resulting from such exchange and thus promote uniformity of action among the banks. At the present time the local banks associated in the Clearing House are the Union, the Appleton, the Wamecet and the Old Lowell. The volume of business ranges from \$120,000 to \$210,000.

Each of the associated banks in its turn serves as the local clearing house. At present the Wamecet bank is the clearing house.

The Lowell Trust company and the Middlesex Trust company clear their



THE AYER HOME FOR CHILDREN

The Massachusetts Savings Bank commission lays down specific rules and regulations which have the full force of law for the management of these savings banks so that money deposited therein will be protected against all the risks of commercial speculation. Savings banks of this state are not permitted to loan money on the notes of individuals or corporations without collateral security certified by a majority of the directors to be worth at least 40 per cent. in excess of the loan. The savings bank is not

mitted of a bank values the property and certifies that the loan must not exceed 60 per cent. of the market value of such property. The Massachusetts Savings banks never loan money on second mortgages.

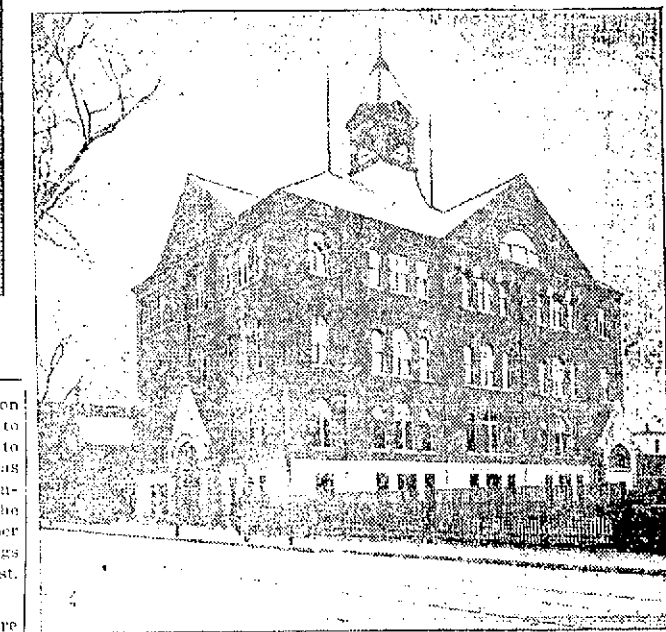
The directors and other officials of the local savings banks are all thoroughly reliable men most of whom have been identified with the life of our city for a great many years and whose word is as good as a bond.

Most of the deposits of the local savings banks are loaned upon local

cally and hence this is another reason why the local savings bank subject to Massachusetts laws is preferable to the postal even though the latter has behind it the United States government. The rate of interest paid by the government is from 2 1/2 to 3 1/2 per cent., whereas the regular savings banks pay 3 1/2 to 4 per cent. interest.

NATIONAL BANKS

The National banks of this city are under wise and conservative management. That the National banks and trust companies have been extremely



ST. JOSEPH'S COLLEGE

Eastern Oil Tank Co.

CHAS. E. GEE, Prop.

MANUFACTURERS OF

GASOLINE STORAGE TANKS AND SELF-MEASURING PUMPS

FOR PUBLIC AND PRIVATE GARAGES

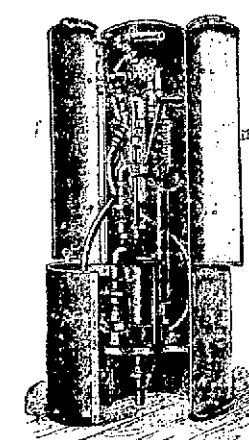
146 Fletcher Street

Lowell, Mass.

THE EASTERN CAST IRON CURB CABINET

With a Self-Measuring Pump for Gasoline

The Eastern Oil Tank Co. of Lowell, Mass., is pursuing up-to-date methods by placing on the market a curb cabinet and self-measuring pump for gasoline. The cabinet is made of solid cast iron, capable of withstanding all kinds of weather and upon which salt water has no effect.



CABINET OPENED

use in both garages and automobiles. The latter being of special pattern to take up as little room as possible in the machine.

This filter is designed to prevent water and other foreign substances from passing through the filter, thus removing most of the source of engine troubles, such as your engine balks and refusing to start, flooded carburetors, etc. There is no chemical in this filter to wear out and all the gasoline with filter, causing your engine to lose power; this same filter, kept under the nozzle valve and means a flood carburetor.



CABINET CLOSED

The Eastern Oil Tank Co. is also prepared to furnish any size tank wanted with this cabinet and manufacture gasoline storage tanks for public and private garages. They also make funnel filters for use in both garages and automobiles. The latter being of special pattern to take up as little room as possible in the machine.

This Funnel Filter is constructed on entirely different lines than any other on the market as most filters are fitted with drain cock device which oftentimes is neglected to be opened, thus causing serious troubles, but all this is eliminated by the Eastern, which is built to avoid such.

Mr. Charles E. Gee is the fertile inventor of the various accessories manufactured by the Eastern Oil Tank Company and promises other good things for the comfort and welfare of the automobile owner in the near future.

— ESTABLISHED 1855 —

THE—

Sawyer

CARRIAGE COMPANY

BUILDERS AND REPAIRERS OF VEHICLES

Automobile Repairing and Overhauling.

Automobile, Carriage and WAGON PAINTING

Trimming, Woodwork and Blacksmith

Work

IN ITS EVERY DETAIL

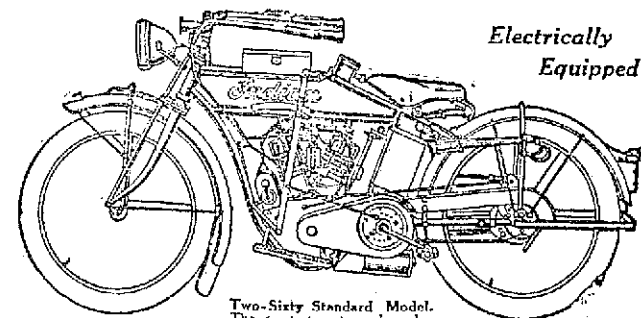
447-471 WORTHEN ST.

Tel. 354

LOWELL, MASS.

Indian Motorcycles

Electrically Equipped!



Two-Sixty Standard Model.

The greatest motorcycle value ever achieved. 7 H.P. Twin equipped with Electric Head Light, Electric Tail Light, Electric Signal, Two Six Storage Batteries and Corbin-Brown Rear-Drive Speedometer. Price \$260.00. See Catalog for detailed description.

Indian MOTOCYCLES FOR 1914

60,000 brand-new red machines will go out over the Indian trails during the coming year—the greatest motorcycle production in the history of the industry.

They will flash forth fully armed with "Thirty-Eight Betterments for 1914!" Armed with powerful and beautiful Electrical Equipment! Armed with a New Standard of Value which must completely overturn all existing ideas of motorcycle worth.

All standard Indian models for 1914 come equipped with electric head light, electric tail light, two sets high amperage storage batteries, electric signal, Corbin-Brown rear-drive speedometer.

You cannot fully realize the 1914 Indian without a thorough study of the 1914 Indian Catalog. It makes plain a host of compelling Indian facts that all motorcycle-interested men can consider to their real profit. Send for the 1914 Indian Catalog—the most interesting volume of motorcycle literature you've ever read.

The 1914 line of Indian Motorcycles consists of:

4 H.P. Single Service Model.....	\$200.00
7 H.P. Twin Two-Twenty-Five, Regular Model.....	225.00
7 H.P. Twin Two-Sixty, Standard Model.....	260.00
7 H.P. Twin Light Roadster Model.....	260.00
7 H.P. Twin Two-Speed, Regular Model.....	275.00
7 H.P. Twin Two-Speed, Tourist Standard Model.....	300.00
7 H.P. Twin Hendee Special Model (with Electric Starter).....	325.00

Prices F.O.B. Factory

George H. Bachelder

POSTOFFICE SQ., LOWELL, MASS.

LOWELL THE CITY OF ACTIVITY

checks through two of the National banks. These two institutions also perform very useful financial functions in the community although slightly different from the national banks. These two are under thoroughly reliable management.

hers approximately 110,000, are fully aware of the important part which the location, the rivers, the establishment of the industries, played in the formation of a truly wonderful city. They, too, are aware that Lowell did not lose sight of these advantages, but wisely directed her energies toward putting

but with the growth came a variety of industries, as the attention of the enterprising manufacturers was drawn to the "City of Spindles," its resources of water power, transportation, progress, etc.

At the present time Lowell has very

and to distribute the products of the various concerns. Mr. Patrick Tracy Jackson is credited with having raised the necessary capital, and in the face of many obstacles the Boston and Lowell railroad was constructed and in 1835 opened for business. The locomotives, it must be understood, were

possible. To their efforts is due the fact that those who later engaged in railroad construction had the advantage of one of the finest roadbeds in this section of the country.

Five years later, the Nashua and Lowell railroad was opened, and this practically put an end to the usefulness of the Middlesex canal. A through line from Nashua to Boston was established. These lines were gradually reinforced with other branches and a fine railroad system developed.

Today the transportation facilities of Lowell are unsurpassed. There are more than 125 passenger trains each day, a large number of them for Boston, and a good proportion of these

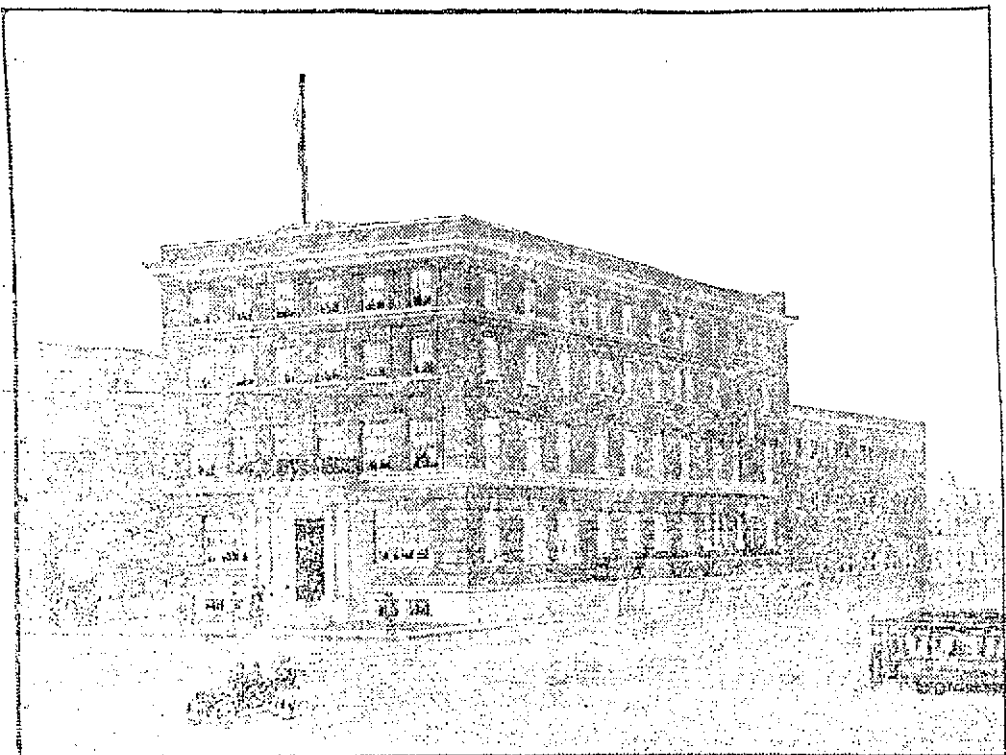
made in the railroad systems. To one familiar with the railroad yards extending southward from the Middlesex street station, the large number of freight and passenger cars, the great round houses, the constantly moving trains both coming and going, the greatness of Lowell as a commercial city will be realized.

But to grow properly the city needed something more than mere travel and actual transportation of goods, some means of communication with other cities more rapid and certain than the mails. We come now to the introduction of the

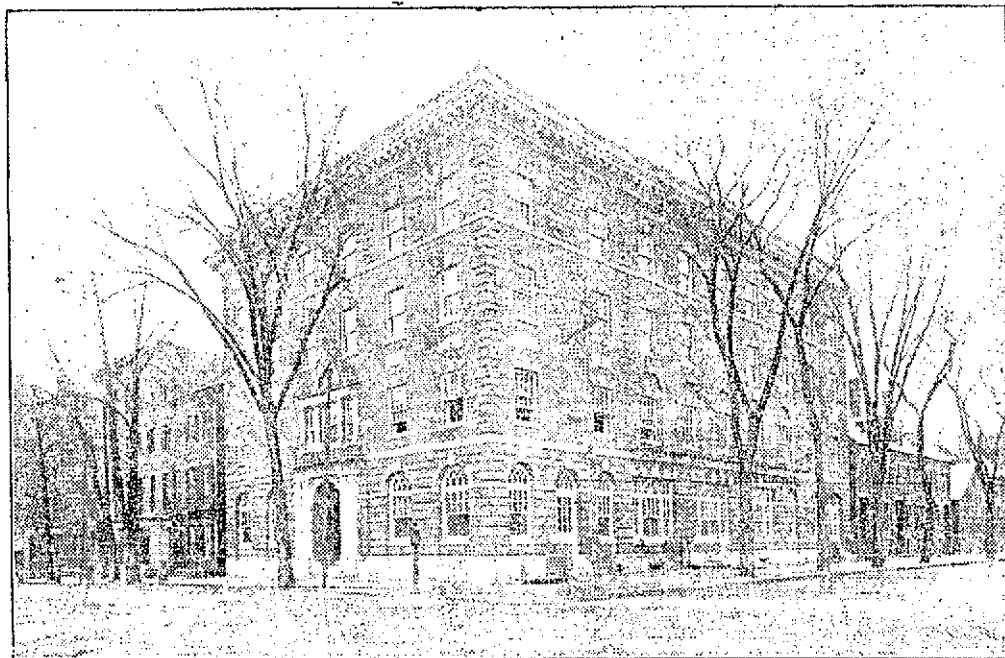
TELEGRAPH AND TELEPHONE. Professor Samuel F. D. Morse here

tion at Baltimore. It was not long before a system was established in Lowell.

In regard to the telephone, The New England Telephone company of this city now has a most elaborate and competent system, giving excellent service, and being a prominent factor in the city's progress. Last year this company erected a splendid new structure in Appleton street, giving Lowell the distinction of having one of the finest telephone exchanges in New England at the present time. Everything is arranged so as best to accommodate the subscribers, of which there are very many. The operators, too, are looked out for, and their comfort is provided for by the company by



Y. M. C. A. BUILDING



Y. W. C. A. BUILDING

GENERAL DEVELOPMENT

Headline fully the remarkable spirit of enterprise which spurred on the citizens of Lowell to further the city's development from her very beginning, the real with which the religious and educational as well as the commercial interests were promoted, we do not wonder at the remarkable progress of Lowell as a center of industry with a justly earned reputation throughout the country.

The most important portion of the population of Lowell, which in many

them to the best possible use.

Today Lowell bears the distinction of having the greatest

VARIETY OF PRODUCTS

of any city of its size in this part of the country. Lowell products, and especially, of course, the textile products, are sent to all portions of the earth. Historians describe Lowell's progress as phenomenal; we know that in ten years it developed beyond the expectations of its founders. This development was not confined to the textile manufacturing interests alone, but

adequate means of

TRANSPORTATION

in the Boston and Maine and the New York, New Haven and Hartford railroads. Lowell was among the very first cities to have a steam railroad. The first means of transportation were the canals, the Middlesex and Pawtucket canals, the Merrimack and Concord rivers, and the stage coaches. When, in the cold of winter, the canals were frozen, an important need was found to carry on the rapidly growing business and manufacturing interests

not, in those days, fully developed, nor were its full powers understood. Consequently, the building of this first railroad was of great expense, the cost being recorded as approximately \$1,500,000. The builders made an excellent roadbed, however, and avoided sharp curves and grades as far as was

are express trains, making the journey to the Hub in quick time. The freight transportation, too, is excellent, as it should be in a city having so great a variety and widely distributed list of products as has Lowell.

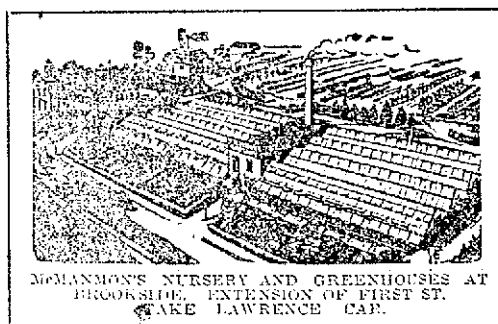
At the present day, new developments and improvements are being

the distinction of having invented the telegraph system, that wonderful system of communication which joins the people of every portion of the globe today. He conceived the idea in the year 1832 and the first message was sent on the first day of May, 1844, detailing the action of the White con-

means of rest rooms, parlors, reading rooms, libraries, etc. There is also a school for the instruction of girls who wish to enter the telephone service, and this is a most advantageous feature of the local system. Until a short time ago, the headquarters of the company in this city were located

J. J. McMANMON

FLORIST AND SEEDSMAN



McMANMON'S NURSERY AND GREENHOUSES AT BROOKSIDE, EXTENSION OF FIRST ST. TAKE LAWRENCE CAR.

Designs and Decorations a Specialty

6 PRESCOTT ST., LOWELL, MASS.

Telephone Connection

THE MOST BEAUTIFUL FINISH FOR THE WALLS OF YOUR HOUSE

A Paint-ready to use-easy to apply-giving beautiful tints and colors.

Has all the soft, beautiful, useful effects that are so popular today-with the latest colors in decorations.

May be used on old or new walls, on plaster, concrete, burlap, metal, etc.

Durable... WASHABLE... easily cleaned-not easily marred.

Will make your home more sanitary at a small cost. It may be used over plaster, concrete, metal, burlap or any interior surface.

WHEN SELECTING PAINT—

Do not be influenced by the artistic design of the label, the shape of the can, or the "few cents cheaper." These all have their places but you are buying the **Paint**. You'll throw the can away and regret the "few cents cheaper."

Pentucket Best Liquid House Paint is economical because it spreads farther, covers better, wears longer than other paints and every can contains full U. S. Standard measure of paint.

We have a Paint, Enamel or Varnish for every purpose. Flat Colors for walls. Stains for floors and woodwork. Aluminum Paint for radiators, steam pipes, etc.—something for everything.

Ask for color cards.

CITY AUTO DELIVERY

Ervin E. Smith Co.

43-45-47-49 MARKET STREET.

SAMUEL FLEMING



HIGH GRADE SHOE REPAIRING

131 Middle St., Opp. Fire Station, - Lowell, Mass. Tel. 665-J

ROBERT H. HARKINS

Cigar Manufacturer

912 GORHAM STREET

CALL FOR

HARKINS' SOCIAL TEN

ALL DEALERS

TEN CENTS

All Good judges smoke HARKINS' SOCIAL TEN



R. H. HARKINS

M. J. Sharkey, Real Estate—Insurance

22 CENTRAL ST., LOWELL
Telephones:
Office 2687-W Res. 2687-R
NOTARY PUBLIC

Own Your Home

Let me tell you in advance. Oftentimes I have "A Chance" Safer, easier than you know. Get that home, pay as you go. May be cash or partly mortgage. Learn to manage even a cottage. Prove your wisdom, don't delay. Own your home, 'twill surely pay.

MY LARGER LIST OF INVESTMENT PROPERTIES AND HOMES

always contains many choice propositions, some of which can be safely secured with small deposits and on easy payments. It is always my aim and pleasure to help and please. Come in and see me or telephone.



Patrick Cogger

HEAVY TEAMING A SPECIALTY

Dealer in Sand, for Concrete, Brick Work and Plastering
Loam, Stone and Gravel

OFFICE: 438 RIVERSIDE ST., LOWELL, MASS.

Telephone Connection.

LOWELL THE CITY OF INTEGRITY

In the old Boston and Maine depot in Central street.

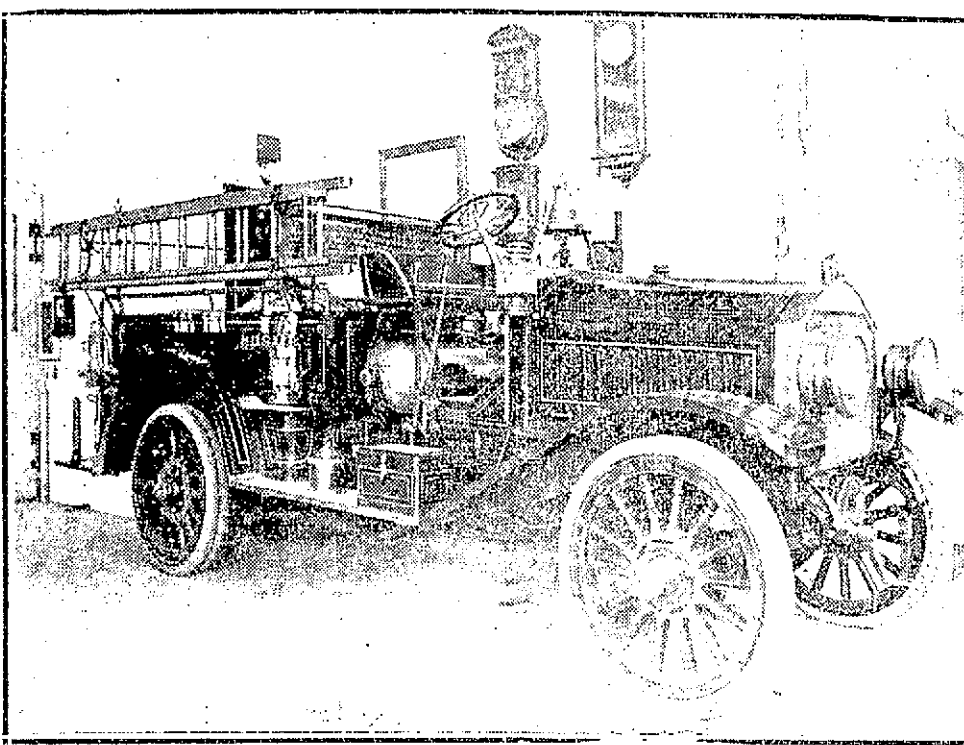
The New England Telephone and Telegraph company, however, was not the first to introduce the telephone in Lowell. It might be stated here, that this city was among the very first to have a telephone exchange. William H. Bent, who was interested in telephone matters, was of the opinion that the Pioneer Telephone company, operating principally between Boston and Lowell, was the first to enter the field here and that the Lowell telephone exchange was the first to accommodate the public. Others say that an exchange was opened in Providence, R. I. about the same time.

The first record of a petition to obtain leave to place wires on buildings and on poles for the establishment of a telephone system came from the New England Telephone company in 1879 and the petition was signed by Samuel D. Glidden, then of Lowell but this office met with general approval, recently of a more recent time. It was referred to the committee on roads and bridges and was granted. Then the first telephone exchange was started with the department of the telephone the Lowell fire department for 50 years until it reached its mammoth proportions of the present day. There are today thousands of subscribers to the system in this city, and the telephone company has a remarkably large number of employees.

FIRE DEPARTMENT

To touch briefly upon the various departments, the fire department of the city for efficiency of the men and up-to-date quality of the apparatus is unexcelled. There are more than 120 permanent officers and men; 35 call men, one chief's automobile, two district chief's automobiles, four automobile combination trucks, six engines, five hook and ladder trucks, two chemicals and twelve hosewagons. There are about 150 alarm boxes distributed throughout the city, and more than 1400 hydrants. Each of the wagons, trucks and engines has all the most modern equipment.

The chief at the present time is Edward F. Saunders, a man of wide experience in fire fighting. He was a four city district chief under ex-Chief Edward S. Bosner who recently resigned. Mr. Saunders' appointment to Charles J. Glidden, then of Lowell but this office met with general approval, recently of a more recent time. It was referred to the committee on roads and bridges and was granted. Then the first telephone exchange was started with the department of the telephone the Lowell fire department for 50 years until it reached its mammoth proportions of the present day. There are today thousands of subscribers to the system in this city, and the telephone company has a remarkably large number of employees.



COMBINATION HOSE CARRIAGE, Lowell Fire Dept.

officers and patrolmen, 28 reserves, one automobile patrol, two motorcycles, and two or three bicycles, the latter used in case of emergency or when there is a hurry call for an officer from the station.

The Gamewell system of police telephones is used with big success, and it keeps all of the men in touch with the central office. The system is thus a unit and well organized.

The officers of the department are as follows: Superintendent Redmond Welch; deputy superintendent, Hugh Downey; captains, Thomas R. Atkinson and James Brennan; lieutenants, John B. Crowley, Martin Connors, John Freeman, Martin A. Maher.

WATER DEPARTMENT

The water department of the city, too, is particularly well equipped. The source of supply is from a large number of driven wells along the boulevard above Lowell and near the Merrimack river. The daily consumption is more than 5,000,000 gallons. There are several reservoirs and more than 150 miles of water mains, and the pressure is sufficient to reach most of our high buildings.

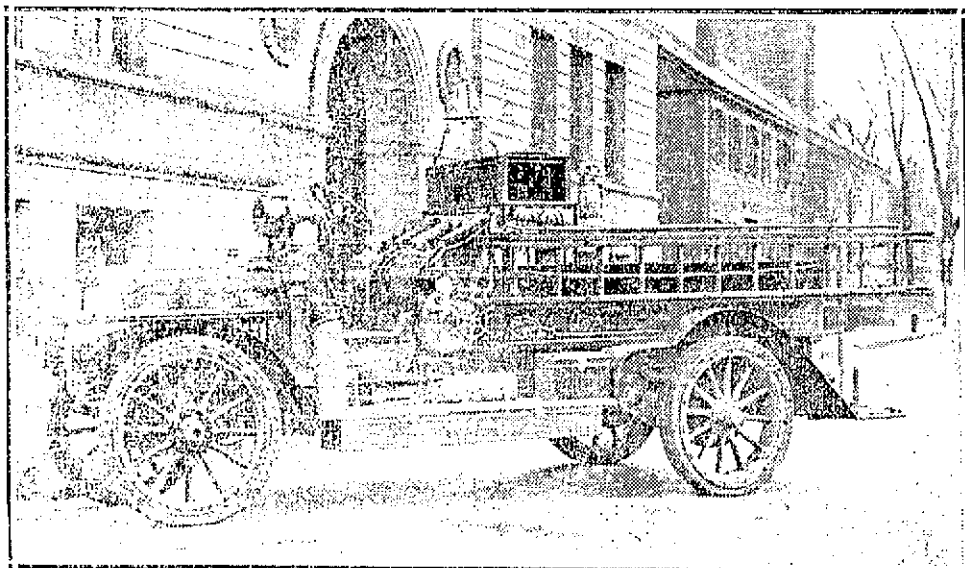
Recently several of the mains throughout the central portion of the city were replaced by larger ones, and the general equipment of the system enlarged and extended. There is an efficient corps of men in the service of the department, and the officials are always awake to an opportunity to better the service. At present Commissioner Carnichael is putting in many new wells to take the place of some that are worn out, and under his direction and that of Supt. Thomas, the supply will be kept as pure as any in the state.

DEPARTMENT STORES

The Lowell department stores are very large, well stocked, and splendidly prepared to furnish their customers just as good bargains as any of the big stores in Boston. Hence it is that people from all the surrounding towns come here to trade rather than go to Boston or elsewhere. Lowell has a large trade from Nashua and Lawrence, the two nearest cities.

COMMISSION GOVERNMENT

A few years ago the city voted to adopt the commission form of government, which brings the various departments under separate individual heads, centralizes and confirms responsibility for the activity of each, and renders generally more efficient the work of the departments, making



MOTOR LADDER TRUCK, Lowell Fire Dept.

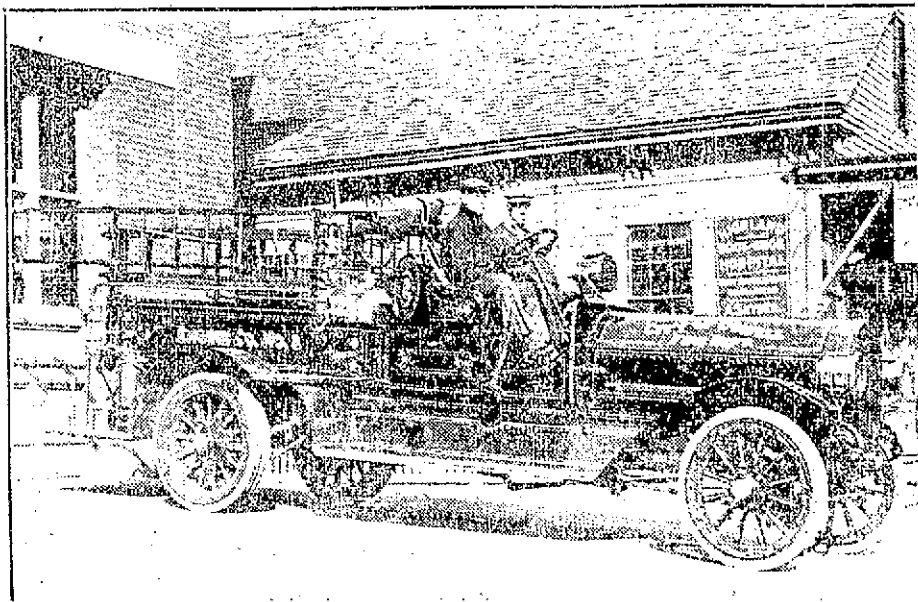
ard of efficiency.

By its quick action, the bravery of the men and other favorable conditions, Lowell has been singularly well protected from conflagrations. Many a stubborn and dangerous fire started and threatened destruction to large areas, but in practically every case, the Lowell fire department was equal to the emergency, and the flames were promptly extinguished.

The "flying squadron" of the city, consisting of the automobile trucks, which make remarkably good time in getting to the scene of a fire, is the pride of Lowell people.

POLICE DEPARTMENT

The police department is in charge of Supt. Redmond Welch, whose whole interest is in the work of guarding the safety of the people of Lowell. Superintendent Welch is a man of wide experience in police work, having been connected with the Lowell department for many years. He has held the office of chief for the past several years. There are 127 regular



AUTO CHEMICAL TRUCK, Lowell Fire Dept.

Frank L. Weaver

Alvah H. Weaver

FRANK L. WEAVER & SON



ROOFING CONTRACTORS

Office, 45 Traders Bank Building,

Lowell, Mass.

1845

1914

A Hardware Store for Nearly Three Quarters
of a Century

THE BEST OF EVERYTHING IN
Hardware and Cutlery

CAN BE FOUND IN OUR STORE

Our stock is so large and varied that we can only suggest that you come to us with your wants and needs and let us supply you.

Contractors' Supplies of Every
Description

We also have in connection with our store a complete

Paint Department

We are sole agents for the world-wide celebrated line of
Paints made by

JOHN W. MASURY & SON

When in need of anything in the line of Hardware and Paints
come to us.

The Thompson
Hardware Co.

254-256 MERRIMACK ST.

AUTOMOBILE AND FIRE INSURANCE
at the lowest rates.

Edward F. Slattery, Jr.
REAL ESTATE and INSURANCE

904 Sun Bldg., Lowell, Mass.

Excellent List of Two Tenements For Sale

Scott & O'Day Co.
PLUMBING AND HEATING
CONTRACTORS

54 Appleton St., Lowell, Mass. Telephone

Wm. Wrigley & Co.
BRASS FINISHERS AND
MACHINISTS

Telephone 2114 133 Middle St.

Caswell Optical Co.
REGISTERED EYESIGHT
SPECIALISTS AND MANUFACTURING
OPTICIANS

15 years in same old store. Thousands of people have been
benefited by us.

11 BRIDGE STREET

JOHN BRADY
HEAVY TEAMING AND TRUCKING
SAND, GRAVEL, LOAM, CRUSHED
STONE, OLD BRICK
Wholesale and Retail Dealer In
ALL KINDS OF WOOD AND COAL
OFFICE, 455 CHURCH STREET,
— TELEPHONE 975-W —

LOWELL THE CITY OF THRIFT

them more directly responsible to the people.

At the time of the adoption of this new form of city government, there was, naturally, some opposition to the change by the more conservative portion of the population. At this time The Sun favored the change, seeing in it prospects of future betterment for the city.

OUR SHOE INDUSTRY

Lowell is commonly known as the Spindle City on account of its many cotton mills, and this name was given it years ago when cotton manufacturing was practically the only local industry, but things have changed in this respect and of late the shoe business has attained larger proportions in Lowell.

Statistics of the shoe industry prove that New England is destined to continue to lead the country in the manufacture of shoes and no city can boast of a more healthy development in

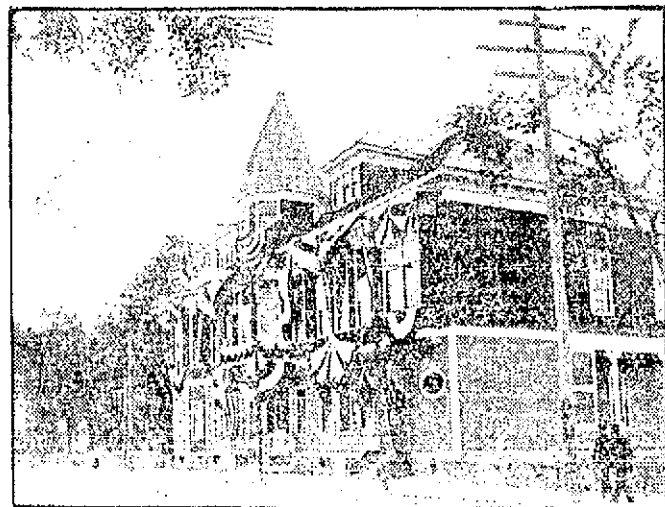


HALL OF RECORDS, LOWELL REGISTRY OF DEEDS

which is furnished by the total deposits in the savings banks, this year amounting to \$32,258,452. Working people are largely represented in this, and visitors are surprised to learn of the thrift of Lowell people and the great number who own their own homes.

The following statistics may be of interest to many: Lowell shoe shops consume daily the hides and skins of about 16,000 kids and goats; 400 horses and colts, 2,500 calves and 1,100 steers, as well as 6,000 yards of cloth for linings, and about 12 miles of different kinds of thread. The total capacity of Lowell shoe factories is about 31,000 pairs per day. The shipments of shoes last year amounted to about \$4,000,000 and the cost of labor to produce these shoes amounted to a very considerable part of the whole.

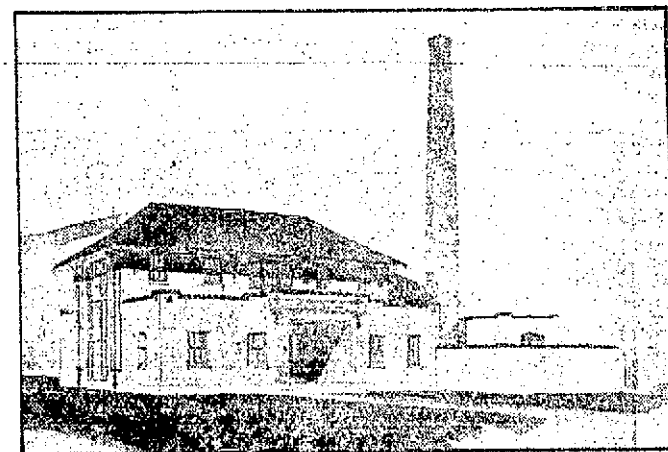
Within the past three years the increased capacity and value of product amounted to over 50 per cent, which



C. M. A. C. HALL



NOTRE DAME ACADEMY



AUXILIARY PUMPING STATION

this business than Lowell, on account of the absence of labor strikes and the intelligent help that can be secured here.

Motive power and transportation facilities in Lowell are the very best, while encouragement is given to help make business enterprises successful. Lowell has direct freight and

express communication with the factories of the United Shoe Machinery Co. in Beverly, and experts from their company are constantly to be found in local factories rendering the type of service which has made the United Shoe Machinery Co. so important a factor in modern shoe manufacturing. From the starting of the mills, in

1825, up to the present day, no city in the United States can show a better record for settled labor conditions. It is a very rare occasion when the prosperity of the community is disturbed by reason of labor troubles, especially in the shoe business. The character of the city and its people can have no more eloquent testimonial than that

is a remarkably good showing in the shoe industry. There are many conditions which tend to make Lowell an ideal place as a medium grade shoe center. While the city has grown until its inhabitants now number about 110,000 it still retains many of the characteristics that belong to the old New England town; beautifully and

LOWELL

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LAWRENCE

PHILADELPHIA

NEW BRUNSWICK (Factory)

MEXICO CITY

Merrimack Square's Big Wall Paper House Leaders

FOR OUR NATION'S 1st ANNUAL GREAT "CLEAN UP WEEK" OF MAY 3rd, IN ALL OUR STORES



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Our "Water Wall" and "Sun Proof" Papers, regular values 35c to \$3, Roll

17½c to 98c

About 45,000 Rolls of New Parlor Papers, Roll

12c to 98c

About 18,000 Rolls New Dining Room Papers, Roll

6c to 28c

About 2000 Patterns New Cut Out Borders (all cutting free of charge), Yard

1c to 98c

About 70,000 Rolls Imported Fadeless Oatmeal Papers, Roll

12½c and 17½c

About 80,000 Rolls New Chamber Papers, Roll

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About 200,000 Feet Mouldings, Foot

1c to 18c

About 1000 Patterns Imported Japanese Grass Cloth and Leather Papers, Roll

\$1.98 to \$4.98



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Merrimack Square and Prescott St., Opp. Sun Bldg. Tel. 4451

"AMERICA'S BIGGEST WALL PAPER MANUFACTURERS AND DISTRIBUTORS"

L. R. WILSON, Manager

THE HOUSE OF CUT OUT BORDERS

MANUFACTURERS

IMPORTERS

JOBBERS

RETAILERS

THE HOUSE OF FADELESS PAPERS

LOWELL THE PRIDE OF NEW ENGLAND

healthfully situated at the confluence of the Merrimack and Concord rivers, possessing natural advantages enjoyed by few cities of like population. The players of labor and men of capital may and skilled and unskilled labor available in abundance.

One of the shoe manufacturers who has had great prosperity during the

such an extent that there was nothing for me but to close up the excellent work after a little training. I have now a wage scale in force at my shop that enables me to do business at a fair profit and gives the help

more money in the course of the year than they would get if I paid 50 per cent. more and took long vacations.

When I see the progress made by the green help taken into my shop, I marvel at what might be done here if the proper opportunities were offered for training in technical trade lines. I never saw people more anxious to learn or more docile in following direc-

tions. Men and women who never sat at a shoe bench before fell into the business without the slightest difficulty.

Some could stand that but I could not. "When I see the progress made by the green help taken into my shop, I marvel at what might be done here if the proper opportunities were offered for training in technical trade lines. I never saw people more anxious to learn or more docile in following direc-

tions. Men and women who never sat at a shoe bench before fell into the business without the slightest difficulty.

of them out of the cotton factories." Secretary Murphy of the board of trade says that after a few years Lowell will be a strong shoe town. The number of shops at present is very encouraging but there is plenty of room for more and plenty of good help ready to quit the cotton mills and enter shoe shops.

"We want a few more wood-working factories here in Lowell," said Mr. Murphy. "In winter a considerable number of the wood-workers, carpenters and others suffer because of slack business. They want more work and a good large furniture factory could get some fine workmen here. We are looking for such a factory and are

time the buildings occupied are the old Mann school building on Broadway, the Merrill school on Common street, the old Bartlett facing the North common, and a portion of the old Moody school on East Merrimack street. The head office of the school is in the Mann building on Broadway and the department for domestic science in the Merrill school. The work of every department is so hampered that only half the applicants who seek admission can be accommodated. At present the department conducted under Principal Fisher's supervision are automobile repair, electric work, machine shop practice, carpentry and domestic science which includes cooking, dressmaking

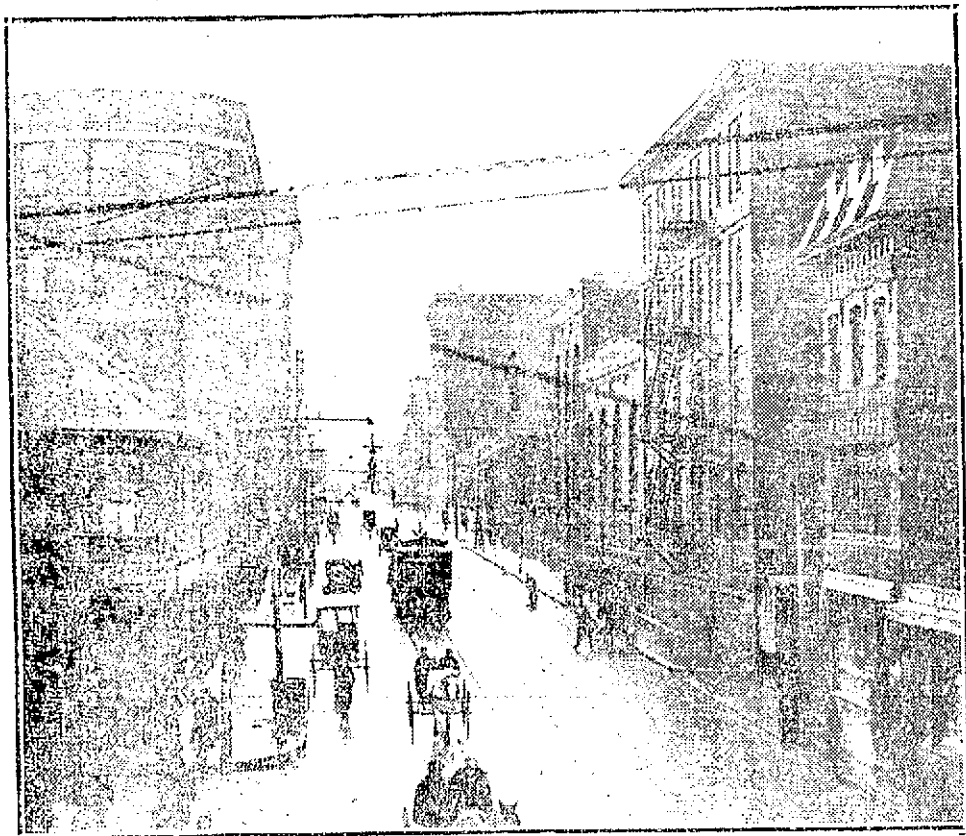
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erecting such a building that members of the school board appealed to the legislature for a loan outside the debt limit during the present year, but owing to the opposition of Mayor Murphy and City Solicitor Hennessy the petition was thrown out.

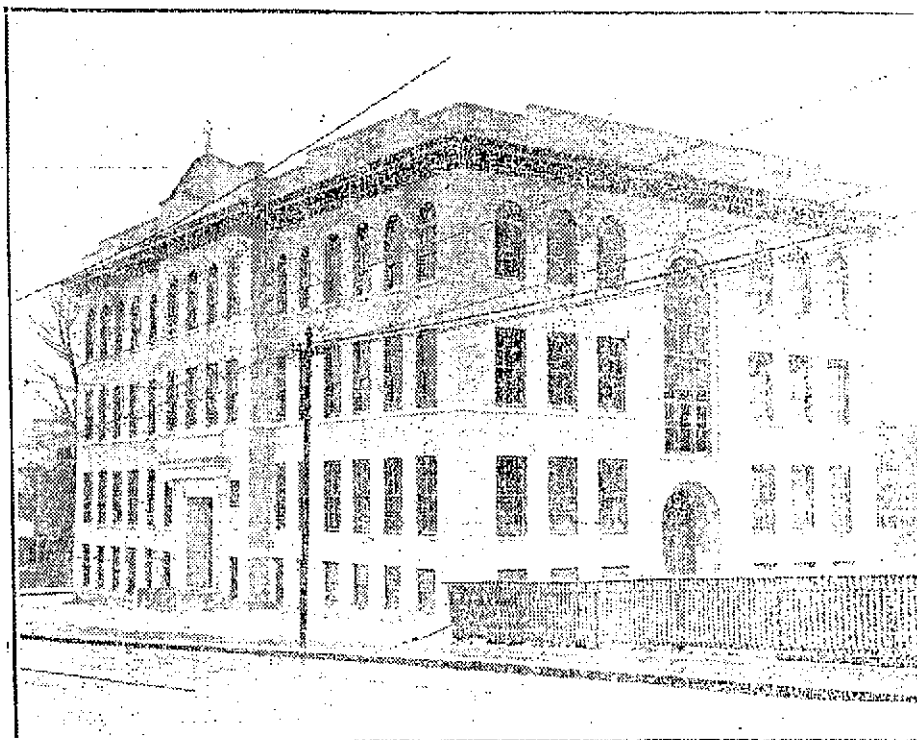
The parents of children throughout the city are very anxious that those who cannot go through the high school may have the opportunity of starting to get even a rudimentary knowledge of some mechanical trade in the industrial school after graduation from the grammar school.

It is the belief of those who have given the matter considerable study that if a boy learns the business of shoemaking, he will endeavor to start

their business for himself when he grows up. If, on the other hand, he learns to be a carpenter he will probably become a builder. If he is a metal worker he will engage in some of the iron industries so that the opportunity for boys to learn trades in this school will eventually bring us a greater diversity of industries than we have at the present time.



MIDDLESEX ST., LOOKING WEST



ST. PETER'S PAROCHIAL SCHOOL

five years that he has been in Lowell stated to a Sun reporter a few days ago that he has nothing but words of praise for the class of help he has found in Lowell.

"I came here," he said, "with a small number of skilled employees. I had practically been driven out by the help in the city in which I had been doing business. Things had gone to

have it so because there is more harmony in the shop. But the unions here are under wise leaders. They do not want to wipe out the wage system by taking over the shop and dividing it among themselves. This is all the difference between Lowell and the place from which I came.

I have found the people who work in shoe shops in this city not only

ness at a fair profit and gives the help more money in the course of the year than they would get if I paid 50 per cent. more and took long vacations. That is what hurts in the business as carried on in the shoe towns. There are long idle spells and when the men get back to work some of them think they should not want high enough to compensate them for the idle time.

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tions. Men and women who never sat at a shoe bench before fell into the business without the slightest difficulty.

"This is one reason why I believe industrial education should be favored and even boomed. It would give these people the opportunity they need and in time it would take a vast number

willing to offer inducements that will count for success."

THE INDUSTRIAL SCHOOL

According to Principal Fisher of the industrial school, a new building is imperatively necessary in order that due provision may be made for the rapid growth of this school. At the present

millinery and a few other branches. Mr. Fisher has made the proposition that a new building of sufficient size should be erected on the land belonging to the city on the site of the old home, corner of Fletcher and Bowdoin street. That would undoubtedly be an ideal site for such a school and it would be fairly convenient to every section of the city. It was for the purpose of

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APPLETON COMPANY

JACKSON STREET, LOWELL, MASSACHUSETTS

INCORPORATED 1828

CAPITAL

\$450,000

A. G. CUMNOCK, Treasurer

F. A. BOWEN, Agent

W. M. SHERWELL, Paymaster

Manufacturers of Fancy Goods in Great Variety

CATLIN & CO., SELLING AGENTS, NEW YORK AND BOSTON

RESCUE 27 IN OPEN BOATS

PARK DEPARTMENT WANTS AUTOMOBILE

But the Purchasing Agent Says Requisition is Irregular—Many Claims Against City for Personal Injuries

The park commissioner submitted a requisition for an automobile for the park department and it was stated today that the purchasing agent would return the requisition because it calls for a certain make of automobile. The requisition calls for a Ford machine and while the purchasing agent thinks the Ford machines are all right, he thinks the charter does not permit the department wanting the automobile to specify any particular make. The requisition submitted to the purchasing agent does not mention the cost.

In believing that the department wanting the automobile has not the right to specify any certain make, purchasing agent says he is not only by the charter but by an opinion handed down by William M. Faneuil, former city solicitor, relative to the purchase of an automobile for a city department. The following is an extract from the opinion in question: "If the head of a department makes requisition for an automobile, he has a right to specify the horsepower, passenger capacity, etc., desired, but for him to specify a machine made by a particular company or individual would, it seems to me, be exceeding his powers and infringing on those of the purchasing agent. It is the duty of the

latter, and on his shoulders rests the responsibility to select such a machine as will meet the specified requirements and at the same time on account of the substantial character, durability and reasonable cost best serve the interests of the city. In such cases, under the charter of the city of Lowell, the person designated to make selection is the chief of the department of supplies."

It was stated today that City Solicitor Hennessy is not quite in sympathy with this opinion and has given oral opinion to the effect that the purchasing agent is a sort of messenger or go-between and that while he is invested with purchasing power, what he purchases is subject to the approval of the head of the department for which it was purchased. Former City Solicitor Duncan gave his opinion, of course, under the old charter and the amended charter does not affect the purchasing agent's office. The only change is in the election of the purchasing agent. Under the old charter he was elected by the people and under the charter as amended he is elected by the municipal council. Mr. Hennessy is also quoted as saying that it is impossible to oblige the head of a department to accept an article that does not meet with his approval; that it is not even competent by mandamus for the department head to exercise discretionary power so taking all in all, it would seem that common sense and honesty should characterize the purchase of material and supplies for the city.

THREE DEAD AND NINETEEN MISSING

Crew of Steamer Columbia Took to Boats When Explosion Occurred—Two Boatloads, With 27 Alive and Three Dead, Picked Up—Captain and 13 Members in Open Boat 50 Hours—Third Lifeboat Adrift

SABLE ISLAND, N. S., May 6.—Captain McDonald and the 12 members of the crew of the British steamer Columbia, burned at sea, were saved by the steamer Manhattan. A wireless dispatch to this effect was received from the Manhattan by the Marconi station here early today.

The Manhattan, bound from New York for Antwerp, had been near the scene of the burning of the Columbia for some hours and was known to be searching for boats containing members of the Columbia's crew. Her success was announced in the following message:

"Manhattan picked up one boat of Colombian, captain and 12 others. One engineer killed in explosion and one man drowned leaving ship. Men still searching for other boat."

The rescue, it was added, was made early this morning in 41.19 north latitude and 52.57 west longitude.

Yesterday the Cunard liner Franconia picked up one of the Columbia's boats containing 12 men and the body of Chief Steward Matthews so that 27 in all have been rescued alive. The other missing boat, for which the Manhattan and other steamers are still searching, contains the first and second officers and 17 men.

The steamer Columbia, bound from

Antwerp for New York, caught fire at sea Sunday night. According to the wireless advices from the Franconia, which rescued the first boat of survivors, the flames spread quickly and were followed by explosions which necessitated the hasty abandoning of the steamer by the crew. The men got away in three boats but in their haste were ill prepared for a battle with the seas in open boats. The first survivors when picked up had been adrift for 24 hours and suffered severely. Captain McDonald's boat, picked up early today by the Manhattan, was adrift for more than fifty hours before help reached them.

Continued on page five

Second Edition

FOR LATER LOCAL AND TELEGRAPHIC NEWS AND TODAY'S STOCK MARKET REPORT SEE NEXT EDITION

ENVOYS TO PROCEED WITHOUT CARRANZA

Gen. Funston Authorized to Extend Lines About Vera Cruz—Huerta's Hold on Forces Weakening

WASHINGTON, May 8.—The South American mediators who are seeking an adjustment of the Mexican trouble were perfecting plans today for removal of the conference to Niagara Falls, Ontario, on May 18. Telegrams were sent to a leading hotel there, now closed, asking if its quarters would be advanced so as to accommodate them. It is arranged the quarters will be established there; otherwise at another hotel or private cottage for which negotiations are under way.

The mediators will leave here Thursday, May 14, to arrange preliminaries for the open session on the following Monday. The party including secretaries, stenographers and other officials will number about 15, not including the United States and Huerta delegates and those of Carranza should be finally come into the deliberations.

The envoys continued their sessions today, expecting to advance on various branches of the work pending the opening of the conference at Niagara Falls.

already are destroying the railroads and bridges but the department has received no confirmation of these reports up to this time.

In diplomatic circles dispatches have been received stating that fear of an attack on Mexico City by Zapata's forces caused alarm. Huerta's hold on his forces is weakening, it is said. Zapata has said he would not to Mexico City before Villa.

Admiral Howard reported today from the west coast of Mexico that "relations with the Mexican authorities are more cordial than would be expected under the conditions. All ships of the American fleet, he said, had been ordered to avoid hostile acts and jeopardizing lives."

A late despatch from General Funston states that food is not getting into Vera Cruz from the interior of Mexico but that it was being brought from shore villages.

Continued on page five

TODAY'S SUN

CONSISTS OF Forty-Eight Pages

In four sections of twelve pages each. Every Reader Should See That He Receives the Entire Paper for One Cent

POSTAL RATES

Persons mailing copies of this issue to friends must put on the proper stamps or the paper will not be delivered. The postal rates for this 48 page number are as follows:

To all parts of the United States, Canada, Mexico, Hawaii, Canal Zone, Porto Rico and the Philippines, 3 cents per copy.

To all European countries, Australia, New Zealand and points in Asia and Africa within the postal union, 6 cents per copy.

WANTED

Everybody to Attend

Machinists Ball

Thursday, May 7. Associate Hall

Concert 8 to 9 by Honey Boy Minstrels. Dancing 9 to 12. Music

MINER'S UNION ORCHESTRA

Tickets 50c. (admitting lady and gent.)

CHALIFOUX CORNER

The heat of excitement caused by the good merchandise and low prices at the Chalifoux corner store helps these days to keep the public warm this unseasonable weather.

SOUR STOMACH AND ITS ACCOMPANIMENTS

Sour stomach is caused by undigested and fermenting substances in the stomach. Its accompaniments are nausea, belching of gas, in some cases vomiting of acid or bitter matters. Get a box of Dvs-pep-lets for ten cents or a quarter at your druggist's, and they will give you prompt relief. They are made by Hood and therefore are good.

They combine the best carminatives and correctives, and are an elegant product of up-to-date pharmacy.

May 9

Money deposited on or before the above date in the

WASHINGTON SAVINGS INSTITUTION

267 CENTRAL STREET

will be placed on interest on that day.

If you have no bank account, start one today—One dollar will do to begin with.

Bank Incorporated 1892

LATEST DEVELOPMENTS

Mediators' sessions to be held at Niagara Falls, Canada, May 18.

Carranza threatens to resign as chief of the constitutionalists because Villa has deposed General Chao as military governor of Chihuahua.

Bodies of New England men killed at Vera Cruz to reach Boston Tuesday.

Wilson to pay national tribute to dead at New York navy yard Monday.

Constitutionalists' artillery reaches Tampico and general attack by rebels is expected.

Woman sniper at Vera Cruz, who says she tried to shoot Americans for killing her brother, given six months in jail, but sentence may be reduced.

Severely American refugees from Tampico sail for that port again to save oil from running to waste.

War Department has plans made for campaign against Mexico City, with Gen. Wood in supreme command, Gen. Funston leading advance and Gen. Bailey in command at Vera Cruz.

Senator Lodge reads to senate Villa's record of crime as printed in the London Telegraph.

General Villa, refusing Gen. Mass' invitation to join Federals, says rebels, if necessary, will face both United States and Huertistas.

General Funston, worried by Federals' hostile preparations, said to favor immediate advance on Mexico City; ordered by War department to avoid hostilities.

Envoys still confident of inducing Carranza to mediate.

JAS. E. O'DONNELL

Counsellor at Law
Room 220. 45 Merrimack St.

CHAS. H. HANSON & CO., Inc., Auctioneers

OFFICE ROCK STREET TELEPHONES 154-8748

BIG SPECIAL SALE

At Our Stables, Rock St., Lowell, Mass.

Thursday, May 7, 1914

BEGINNING PROMPTLY AT 10 O'CLOCK, A. M.

Including one express load of extra fine fresh country horses consigned by Holland-Nugents Maxwell Bros. Co., E. St. Louis, Ill. Some big drafters, farm chunks, express and general business horses; also a few quality harness horses. Usual big assortment of second-handers—wagons and harness. Every fresh country horse will be sold, win or lose.

HANGED HIMSELF

Thomas Gardner Found Hanging to Bed in His Boarding House

Leaving no reason for committing the act, Thomas Gardner, aged 45 years, took his own life by hanging himself to a bedpost in a room of his boarding house at rear of 40 Kingsman street, early this morning. The man had lived in this country only since last August, having come here from Europe to work in a local mill and as far as could be learned he had worked steadily ever since.

The body of the man was found hanging to a bedpost by his boarding mistress, Mrs. Thomas Hilton, who after knocking at the door and receiving no response entered the room. She immediately notified the officers in charge of the police station and a policeman was despatched to the scene.

The man had tied clothing around his neck and fastened it to the top of the bed, in this way strangling himself to death and it is believed that he had been dead for some time when discovered. Upon retiring last evening, at his usual hour, he appeared to be in good spirits and his friends or relatives could give no reason for the rash act.

Mr. Gardner was born in Lancashire, England, and came to Lowell in August, 1913. He had lived at the Hilton boarding house at 15 rear of 50 Kingsman street since November and during that time worked in the Waterhead mills. He leaves a wife and seven children in Bolton, England.

NEW HAVEN ROAD

Inter-State Commerce Commission Resumes Investigation

WASHINGTON, May 6.—The interstate commerce commission today resumed investigation of the New Haven & Hartford railroad. Affairs of the railroad Co. and its relations, financial and otherwise, with the New Haven were the particular subjects of inquiry.

Chief Counsel Folk was prepared to direct his energies toward discovering origin of the funds which financed the railroad company. He had elicited that \$2,000,000 had been supplied for the organization of the railroad concern and desired to determine whether that sum was furnished by the New Haven or its officers.

Samuel Hemingway who directed financial affairs of the railroad company as its treasurer when it was organized, John L. Billard, who organized the company and others connected with the concern were expected to testify when the inquiry was reopened. It was thought that as the investigation developed former President Mellon and other New Haven officials would be called.

Details of some of the financial transactions between the New Haven and its subsidiary, the New England Navigation Co., were given by the first witness, James D. Brown, an examiner of accounts of the road.

In response to inquiries by Mr. Folk, Mr. Brown said he had made an investigation of the books of the New Haven and of the New England Navigation Co., finding that the navigation company in June, 1911, had borrowed from the New Haven \$2,262,000 on its demand note and a year later had borrowed \$2,000,000 more from the New Haven.

"What did it do with this money?" inquired Mr. Folk.

"It loaned \$100,000 to the Hartford & New York road, \$325,000 to the House of Power Co. and \$316,143 to other of its subsidiaries."

"The general result of the operation was that the New Haven loaned money to the New England Navigation Co. with which to pay that company's dividends to the New Haven," suggested Mr. Folk.

"That was the effect of the transactions," Mr. Brown replied.

Keep Young

There are two ways of keeping young.

By FEELING young, and by LOOKING young.

The electric vibrator is the guardian of both health and beauty.

Lowell Electric Light Corp.

50 Central Street.

TODAY'S SUN

This issue of The Sun consisting of 48 pages in four 12-page sections was printed complete, cut, folded and inset, by one revolution of our new Lightning Sextuple Press and delivered counted in piles of twenty-five at the rate of five complete papers per second.

For full description of this wonderful web perfecting press see pages 6 and 7 of the second section.

5 PER CENT.

Dividend rate the past six months—4½ for the year.

Shares Now on Sale

You may pay from \$1 to \$25 per month. Each share reaches ultimate value, \$200, in about 12½ years. Annual Report, free, explains fully.

LOWELL CO-OPERATIVE BANK

Banking Rooms, 58-59 Central Block.

J. F. O'Donnell & Sons

UNDERTAKERS

Complete equipment for city or out-of-town funerals.

A chapel where services may be held or bodies kept when desired. Advice and information given.

Telephones: Office, 430-W Residence, 430-B

318-324 MARKET STREET, COR. WORTHEN

EXTRA GOOD VALUE

Pure Worsted Serge Suit

At MACARTNEY'S

At \$8.37

AMONG THE TOILERS

John Rogers of the Lowell Text company is looking for the O. M. L. cadets to go to camp. Jack had charge of the cooking last year.

Arthur I. Eno is a young man who, by close study is today a lawyer with a large practice and coming prospects of many future successes.

William Kenebeck has joined his partner, "Bill" Harrington in Manchester. Both like the city of Manchester but "O you Lowell!"

Representative John J. Gilbride is a young man who has shown by his perseverance and natural ability that he is capable of taking up almost any kind of work and go through with it.

The many employees of Ascent William Mitchell of the Mass. Mills wish him a pleasant voyage to the Mediterranean countries which he will visit on his trip to Europe.

John X. Payne, Lowell's great minstrel man is already planning some of his old time entertainments. John is

the premier end man in local minstrel circles.

Secretary Joe Quinn, of the machine-ists' union avers that the coming ball will be a grand event. The members dream of it in their sleep, especially Jack Gallagher, the bustling manager of the program.

The many friends of Miss Anna Gaudin, employed in the machine room at the Hamilton Manufacturing company will be pained to learn that she will lose two fingers as a result of an accident which happened yesterday.

Nicholas Humphrey had his hand caught in the water at the Treatment and hospital yesterday and was seriously injured. He was taken to the hospital where he was given surgical treatment.

Farrell Curney, of the Building Trades union is one of the oldest, if not the oldest man, actively engaged in the labor movement in this city. He is a native of one of the charter members of the Building Trades union in this city.

Charles H. Smith and hand in the market at the Lowell and Suffolk streets. He is a native of one of the charter members of the Building Trades union in this city.

Dr. William Martin, the popular physician and surgeon is a teller in the Lowell and Suffolk streets. He is a native of one of the charter members of the Building Trades union in this city.

The many friends of "Pete" Condon of Lowell and Lowell, will be glad to learn that he has been elected to the team of the Lowell baseball team. He is a native of one of the charter members of the Building Trades union in this city.

Miss Mary A. Clark of No. 49 East Pine street has left her position with the W. G. Wright Co. of 67 Middle street, where she has been employed the past two years and has accepted a position with the Andover Press. Her numerous friends wish her success.

Mike Wilson still has a little "heat" in him. At the Building Trades union last Saturday he took first place in the foot race, beating five fast men, which is very good considering his weight and height. Mike used to be the premier hundred man around these districts. He is employed by the Dinehow Carpet Company.

Young Edward Cawley, one of the best athletes in the Lowell High school, will be in Lowell next Saturday. Ed is playing with the Gaddy college basketball team at the college. The team will play in Boston Saturday afternoon and he will spend the night and Sunday with his folks. Ed is the son of Edward E. Cawley, the well known coal dealer of Rogers street.

Building Laborers Union Met
The Building Laborers union held its regular meeting last night in

This Morning We Placed on Sale About

FIVE THOUSAND YARD
COTTON and SILK

WASH
MUSLINS

AT
12 1/2 C
YARD

Regular Price 25c Yard

Colors are Greens, Blues, Grays, Tans, Lavender, Pink, Garnet, Brown and Black and White in Dots, Scrolls, Stripes, Figures and Combination colors.

The Bon Marche

LOWEST PRICES CONSISTENT WITH RELIABILITY



Both of these fabrics are 27 inches wide, also both are silk mixtures suitable for dresses, waists, etc.

This Morning We Placed on Sale About

ONE THOUSAND YARDS
COTTON and SILK

RATINE
MAHARAJAH

AT

25c

YARD

Regular Price 39c Yard

Colors are Steel Gray, Greens, Dark Gray, Pink, Ecru, Cream, Tans, Light Cadet and Navy Blue, Brown, Lavender and White.

SEVERE ITCHING AND BURNING

Of Salt Rheum on Hands, Arms and Forehead. Had to Wear Gloves at Night. Could Not Put Hands in Warm Water. Cuticura Soap and Ointment Cured.

111 Lancaster St., Portland, Me.—"About three months ago I had salt rheum on my hands so bad that I had to wear gloves at night. The breaking out first made its appearance as little blisters which seemed to be full of water which caused a terrible itching. These would break and form a yellow scab. I could not put my hands in warm water. This gradually extended over both arms and also broke out on my forehead. These places were so numerous on my body that the head of a pin could not be put between. The itching and burning were so severe that I could not sleep nights. I used several different so-called remedies for skin troubles. Soap, Soap, and several others but obtained no relief. A friend advised me to try the Cuticura Soap and Ointment. I bought one cake of Cuticura Soap and one box of Cuticura Ointment and got relief after the first application. After using the Cuticura Soap and Ointment three times a day for one week I was completely cured." (Signed) Mrs. F. E. Smith, July 3, 1913.

Cuticura Soap 25c, and Cuticura Ointment 50c are sold everywhere. A single set is often sufficient. Liberal sample of each mailed free, with 35-p. Skin Book. Address post-card "Cuticura, Dept. T, Boston."

129 Men who shave and shampoo with Cuticura Soap will find it best for skin and scalp.

NOTICE

LOWELL CO-OPERATIVE BANK
The annual meeting of the shareholders of Lowell Co-operative Bank will be held Friday evening, May 15, 1914, in room 21 Central Block, 52 Central Street, Lowell, Mass., for election of officers for the ensuing year and any other business that may legally come before the meeting.
WILLIAM D. BROWN, Clerk.

STROPS, SHAVES CLEANS

Without detaching blade.

THE AUTO STROP SAFETY RAZOR

Is simple and economical, money is refunded after a 30 days' trial if not satisfactory, and 500 shaves from each 12 blades is positively guaranteed.

The Safety Razor Shop

HOWARD The Druggist, 197 Central St.

PHOTOS AT HALF PRICE DUCLOS STUDIO

Still doing business at 71 Central street, corner Market, while alterations are going on. Will remove to our new studio, 706 Merrimack street by July 1. There is no show at the door but come up just the same.



CLEAN UP WEEK

This is the time to clean up your back and front yards and house, and while you have entered into the spirit of the occasion it would be a good idea to have your watch and clock cleaned. We are star performers at that kind of a job, and if you are not able to call with it just drop us a postal or telephone us and we will call for it and put it in the best possible condition. After that you will surely be on time right up to the second.

FRANK RICARD'S

Up-Town Jewelry Store
638 Merrimack St.

Unheard-of Values in Pumps—

\$1.69 and \$2.69

No pumps like these have ever been shown before at prices so low. Such unmistakable quality in summer footwear, such trim shapes and fancy leathers are hard to find at less than twice these prices. Yet here we offer them to you far below their real worth to get your first order.



Colonial Pumps

\$1.69

Prepaid

See Descriptions Opposite

Parisienne Pumps

\$2.69

Prepaid

See Descriptions Above

We are showing you these values in order to introduce you to thousands of bargains. We want to send to your home this week one money-saving purchase of a pair of these handsome Pumps, ideal for summer wear, to demonstrate to you the service and saving we supply to millions from a great store of acres upon acres of the world's best merchandise.

Read the descriptions of these fashionable Parisienne and Colonial Pumps below. Order by giving the Number opposite the style you want, stating your Width and Size and enclosing a money-order for the amount. The prices include delivery to your door.

Order By Numbers Below

The illustrations show the two distinct styles and the list below gives the styles, materials and colors.

COLONIAL PUMPS

have steel buckles, flexible soles, Cuban heels, in Widths D, E and EE; Sizes 2 1/2 to 8.

2U9 Patent Leather.....\$1.69

2U10 Black Velvet.....\$1.69

2U11 White Canvas.....\$1.69

2U12 Black Satin.....\$1.69

PARISIENNE PUMPS

have long vamps, figured Goodyear stitched soles, handsome buckles, 1 1/2 inch kidney style heels and come in Widths D, E and EE; Sizes 2 1/2 to 7.

2U6 Patent Leather.....\$2.69

2U7 Black Calf.....\$2.69

2U8 Tan Calf.....\$2.69

Our Mid-Summer Fashion Book

contains hundreds of wonderful offerings in high grade clothing, dresses, suits, underwear, hats and so on—anything you need. We will send you a copy of this Mid-Summer Fashion Book without any charge. Just mail this coupon.

Montgomery Ward & Co.

New York City, N. Y.

Name.....

Address.....

City.....

State.....

See Descriptions Above

R.P.D....

of the oldest if not the oldest of the many unions in our city. It was organized twenty-six years ago in St. Joseph's hall. Patrick Buckley was first president and Daniel Sullivan the first permanent secretary. Since then they have occupied many different halls. They were the first union to take Trades and Labor hall, on Middle street, and were exceptionally good to the other unions that were starting about that time. Besides giving these unions free use of the hall they helped nearly all of them financially. The wages at that time were between 20 and 40 an hour for bricklayers. The wage paid at the present time is 60 cents an hour. During this time the union has paid out about \$5000 in death benefits. This union also organized the present Trades and Labor council. There are some of the oldtimers in the field now and the most prominent of these you will see on our streets every day. "Joe" Convery is at present a fireman, John J. Mahoney, Andrew Shannon, Farrell Curney and Daniel Moynihan, all charter members, are actively engaged in labor movements at the present time.

News of the Carpenters

John M. Davis, one of the local members is another of the victims of the tool thieves who operate in this city or nearby towns as soon as a building boom starts. The theft was reported in yesterday's police news in The Sun. The chest of tools was worth about \$75 and contained the following list of tools: 1 mitre box, 1 cutting off saw, 1 panel saw, 1 rip saw, 1 keyhole saw, 1 24 in. iron plane, 1 14 in. iron plane, 1 8 in. iron plane, 1 brass block, 1 level, 1 square, 1 mitre square, 1 bit stock and 20 bits, 3 screw drivers, 1 automatic drill, 1 boring machine, 1 brodawl and set of tools, 3 bevel squares, 1 iron plough plane, 1 pair of dividers, 2 hammers, 5 nail sets, 1 box files, 3 pairs of pliers, 1 rule, 2 foot, 1 hand axe, 1 shingle hatchet, 1 steam gauge, 1 oil stone.

In nine cases out of ten the police recover these stolen articles in pawn shops, and it is to be hoped that they will recover these tools, and see to it that the guilty party is apprehended and the maximum penalty imposed. Every summer the carpenters are imposed on in this way. A tool theft is reported about every week at the carpenters' headquarters.

The Carpenters' union held its regular meeting in Carpenters' hall, Ramo's building last night. Considerable important business was transacted. Last night was a big night for the initiating class, 10 new members being admitted. There were also four applications for membership received. Several members made some interesting remarks pertaining to contract work.

A communication from the International Union of Woodworkers asking the carpenters to affiliate with them, was read, but no action was taken.

Underwear and Hosiery

The American Textile Magazine has this to say in regard to the manufacture of underwear and hosiery. Business for two seasons is coming close together in the underwear trade this month. For the past month has not been satisfactory as far as advancing transactions are concerned.

Manufacturers were looking for duplicate orders for spring and summer from the dealers, for stocks in the dealers' hands were low, the last season's goods having been well cleaned out before new goods were received. According to normal conditions such a situation should have developed a brisk business in re-orders before this, but such has not been the case. If there is a reason for this delay in increasing supplies in the distributing market, it is due to the delayed season. So long as winter has been hanging around and raining back every other day and has been the case, well into April, and the preceding month having been unusually bleak there was but little inducement for customers or consumers to think of replenishing their wardrobes. The heavy garments were too heavy for the temperature, and the result has been that all

different colors the number of shades being almost unlimited. Low priced silk goods have been crowding out the sheer cotton and lisle lines, and given warm weather I expect that the demand will be increased. The demand for goods which retail at 50c a pair has been heavy, and we have done a lot of business with goods selling under 50 cents. The demand for goods retailing at a dollar a pair has been good enough to just keep us going. The sale of cheap lines has been good for immediate and future deliveries.

The only key to the situation, it seems is mild weather. The business in silk lines has been good considering the disadvantages. There has been a demand for many

J.L. CHALIFOUX CO.

COR. MERRIMACK & CENTRAL ST.

NEMO WEEK IN OUR CORSET DEPARTMENT

NEARLY every woman has long known that Nemo Corsets effectively safeguard her health and give her supreme comfort. A visit to our Corset Department this week—NEMO WEEK—will convince her that they are also pre-eminent as STYLE corsets.

The brand-new Nemo KOP-SERVICE models at \$5.00, for example, are the ONLY corsets in existence that produce the desirable "corsetless" effect while giving complete physical support, and without almost certain ruination of the figure. See them—have them demonstrated—learn what THE BEST corset-service means.

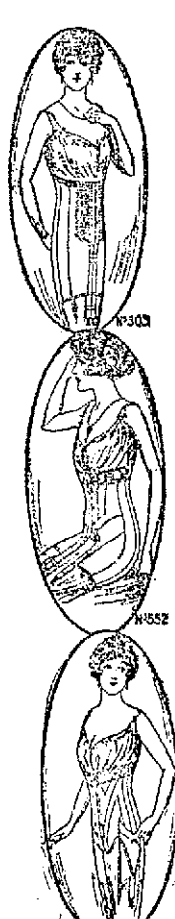
Many other splendid Nemo models for all figures and for every purpose—\$3.00 and up. See them all, this week, here!

These are three exceptionally useful numbers:

No. 303—NEMO LASTIKOPS CORSET; an ultra-fashionable model for slender and medium figures. The new semi-elastic "Easy-Front" insures wonderful freedom and comfort, with the "natural figure" in perfection. Very long skirt; low bust—almost topless. \$3.00

No. 552—NEMO KOPSERVICE CORSET—Entirely novel construction combines the comfort of the old short corset with newest fashion-effects. Wide semi-elastic front goes. Low bust; front steels with curved ends give perfect support. Very long skirt, with Lasticurve-Back. \$5.00

No. 327—NEMO DUPLEX SELF-REDUCING CORSET—Very long skirt; low bust. Incurved front steels provide excellent support. New arrangement of reducing bands of semi-elastic Lastikops Wobbling at skirt-back give a perfect in-curve. \$3.00



Have You

This is the National week. Below is a partial list of what we can offer for your assistance in cleaning up all times.

WASHING POWDER	HAND SOAP
SCRUB BRUSHES	PAINT BRUSHES
DUSTLESS SWEEPING COMPOUND	MOPS
FEATHER DUSTERS	WHISK BROOMS
GARBAGE CANS	MOP WRINGERS
ASH CANS	GARDEN HOSE
DENATURED ALCOHOL	GASOLINE
LAWN MOWERS	GRASS SHEARS
SICKLES	LAWN SEED
FLY SCREENS	CARPET SWEEPERS
RAKES	WHEEL BARROWS
HEDGE TRIMMERS	TREE SPRAYERS
TREE PRUNERS	HOES
SPADES	AXES AND HATCHETS

PAINTS, OILS and VARNISHES for INSIDE and OUTSIDE uses

FREE AUTO DELIVERY

Adams Hardware
& PAINT CO. 400-414 MIDDLESEX ST.

UMPED THE BUMPERS|WOULD BREAK LEAS

<p>AGGAGE CAR COLLIDED AT SOUTH STATION CAUSING CONSIDERABLE EXCITEMENT</p>	<p>BOSTON APARTMENT HOUSE R IDENTIS FEAR REPETITION MELVIN HOTEL FIRE</p>
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BOSTON, May 6.—A bumper at the end of track 5 in the South station was hooked from its anchorage just after 6 o'clock last night, when a string of cars making up for the 6.20 p. m. train to Worcester, came into the station too fast a clip and crashed into it. A baggage car at the end of the train smashed against the bumper with a crash that caused considerable excitement among passengers awaiting trains.

The baggage car bowled over the jumper, broke off two stout rails supporting it and ran to within a few feet of the fence separating the tracks from the south of the yard.

The Boston & Albany wrecker was tied and hauled the car away about 10 o'clock.

CONSPIRACY CHARGED

SENATOR LA FOLLETTE PROMISES on account of their leases.

TO SHOW CONSPIRACY IN A SURE WAY TO

FREIGHT RATE CASES

WASHINGTON, May 6—Senator La

END DANDRICK

Allette told the senate yesterday that he would lay before it "an organized conspiracy to control, to compel and intimidate the interstate commerce commission" in increased freight rates that have been pending for several

Scalp—At Once

There is one sure way that has not failed to remove dandruff at once, that is to dissolve it, then you destroy it entirely. To do this, just get a

four ounces of plain, common licorice root, cut in small pieces, and put in a jar or a bottle with a stopper. You will need, apply it at night when retiring; use enough to moisten the scalp and rub it in gently with your finger tips.

NEW HAVEN, May 6.—Arguments in the trial of August B. Miller, charged with manslaughter as the result of the disastrous wreck on the New York, New Haven & Hartford

You will find all itching and digging of the scalp will stop instantly your hair will be fluffy, lustrous, glossy and soft, and look and feel a hundred times better.

ough the standing Bar Harbor express, exacting a toll of 21 lives. Corner Mix found Miller partly criminally responsible for the wreck. The trial has been in progress here two weeks.

Waiting For

Waiting For

COMING IN CARELOADS WE
SHED AT HEAVY REDUCTIONS

EQUIARD SILK DRESSES

75 Dresses in two lots, \$10 and \$12.50 values, **\$5.98 and \$6.75**
No charge for alteration on this lot of dresses.

BALMACAANS AT \$5.00
\$6.00, \$8.00 and \$12.50 Coats, all wool mixtures, exact copies of the foreign goods.

SKIRTS SKIRTS
This is a big skirt season. \$2 98 \$3 98 \$5


Special values at..... \$2.98, \$3.98, \$5.98
Reductions \$1.00 to \$2.50 on each skirt.

Co. MESSALINE PETTICOATS
\$3.00 Values..... **\$1.85**

REEL 1

gentleman's gold watch, and the second prize an emblem or signet ring. The coupons were placed in a box and during intermission the prizes were drawn. Miss Elizabeth Crossley kindly consented to draw the coupons from the box, and the first number drawn was 313, held by Miss M. Latour. The second number was 17, held by Mr. M. Queen. Neither of the prize winners being present at the time of the drawing, they were both notified to call at the jewelry store of Mr. J. E. Lytle on Central street to receive their prizes. Yesterday both Miss Latour and Mr. Queen called upon Mr. Lytle and received their prizes. Miss Latour selected a lady's gold watch, and Mr. Queen selected an Elks' emblem ring. Both expressed themselves as highly pleased with their prizes and also with the way in which the Buffaloes handled the contest. The prize drawing, which took place upon the stage of Associate hall, was under the direct supervision of State Senator Henry J. Draper and Hon. George H. Brown, which in itself was enough to warrant the belief the success that it proved to be. Much credit is due the committee on prizes for the able manner in which this part of the program was taken care of. The committee consisted of Hon. Henry J. Draper, Hon. George H. Brown, J. E. Lytle, Edmund Clavin and F. T. Mussey.

An anniversary high mass will be celebrated at St. Peter's church, Friday morning at 8 o'clock for the repose of the soul of Mrs. Maria McCann.



FINANCE DEPARTMENT
Office of Purchasing Agent.
Sealed proposals will be received at the office of the Purchasing Agent until 10 1/2 a. m., Saturday, May 9, 1914, for furnishing the following supplies:—
Req. 62150. Water Works Department. 2500 ft. 2 1/2" Extra Strong Payers wrought iron pipe. Price to be f. o. b. Lowell, Mass.
Req. 62151. Water Works Department. 1000 ft. 1" Payers wrought iron pipe. Price to be f. o. b. Lowell, Mass.
Req. 62152. Water Works Department. 25 " Best hydrants with 5 valve operating; 3 1/2" outlets, open to the right, of gate pattern. Tested to stand 300 lbs. pressure.
Req. 62153. Water Work Department. 14 " 1 1/2" End water gates. Open to right. Hubs to fit Class E. S. water pipe. Tested to stand 300 lbs. pressure.
All bids submitted to be in sealed envelopes, plainly marked on outside kind of material upon which bids are submitted.
EDWARD H. FOYE,
Purchasing Agent,
GEORGE H. BROWN,
Commissioner of Finance,
Lowell, Mass., May 6, 1914.

CLASSIFIED ADS.
Received Too Late for Classification

50 GIRLS WANTED IN WORSTED mill, dye-splanners, twistars, cap spinners and drawing room help. See Mr. Hurley the overseer, Thursday morning at 12 o'clock. City Employment Office, 121 Central st.

THREE ROOM TENEMENT. Toilet, all furnished for light housekeeping. Call at 116 Middlesex st.

DE CO.

Indermuslins

S OF THE ENTIRE YEAR

have represent this store. Every-
than at other times of the year

appeal especially to brides.
f mere price cutting.

Sale of Chemise

Chemise, edged with val. lace.
\$1.50.....May Sale Price \$1.00
sols. Regular price \$1.50.
May Sale Price \$1.00

e of Princess Slips

Slips with yoke of embroidery and
lace. Regular price \$1.50.
May Sale Price \$1.00

Slips of fine muslin with deep yoke
val. lace. With or without under-
slips \$2.00. May Sale Price \$1.50

Slips with camisole effect and 18
shadow lace and beading. Regular
.....May Sale Price \$2.98
Bloomers of pink or white silk.
\$1.50.....May Sale Price \$1.00

Sale of Children's Underwear

Drawers of good cotton with
ruffles and hemstitched. Sizes 2 to 10
r price 15c. May Sale Price 12 1/2c

and Misses' Drawers with cluster
ruffle of embroidery. Sizes 2 to 17
r price 39c pair.
May Sale Price 25c

Skirts, made of fine nainsook with
roidery or lace insertion and edge,
years. Regular price 75c.
May Sale Price 50c

Princess Slips with deep flounce
or lace. Regular price \$1.50.
May Sale Price \$1.00

SHOE MANUFACTURERS WANT TRADE SCHOOL

To Instruct Young Men in Shoe Manufacturing and Take the Lowell Textile School as Model of Such Institution

A shoe trade school, like the Lowell Textile school, will be the subject of a conference at the headquarters of the New England Shoe & Leather association in Boston Wednesday afternoon, says the Lynn Item. It is a big subject, bigger, possibly, than even its advocates realize. It is a man-building, industry-developing proposition,

and such propositions are almost as big as any that men consider. To get some idea of what a shoe trade school in Lynn, like the Textile school in Lowell, would be like, imagine a group of buildings like the high school buildings in appearance. Put into one of them a complete equipment

Continued on page eight

TRIAL OF BECKER

Crowds at the Opening Session in New York Court Today

NEW YORK, May 6.—Crowds of curious men and women filled the corridors of the criminal courts building today for the opening of the second trial of Charles Becker, the former police lieutenant, for the murder of the gambler, Rosenthal. Four men, the gamblers, so-called, recently paid for the murder with their lives, but Becker, the alleged instigator, was saved by a ruling of the court of appeals. Justice Samuel Seabury will preside over this second trial.

Dist. Atty. Whitman appears for the state as he did at the first trial, but John A. McIntyre is succeeded as chief counsel for Becker by Martin T. Manhattan.

The opening of the case was set for 10:30 o'clock and an additional panel of 100 taxmen was on hand. It was thought that the remainder of the week would be required to complete the trial and that the trial will last three weeks or a month.

It had not been definitely decided to-day whether Becker will take the stand.

The crime for which Becker stands indicted occurred early in the morning of July 16, 1912, and was the result of a war among gamblers of numbers.

Becker was expected on that day to go to the office of the district attorney and narrate a story involving Becker, who it was whispered among the gamblers, had been a sort of a silent partner in Rosenthal's gambling house.

For the shooting of the so-called "number" man, the "Blood" "Buck" Frank, "Whitney" Lewis and "Lefty Louie" died in the electric chair at Sing Sing. The court of appeals held, however, that the evidence had not shown that they had been Becker's instruments.

Of the informers who turned state's evidence, "Bald Jack" Rose, Harry Vallon and others, all except Scheppe, it is understood, will be called upon to repeat their story at the present trial.

TO DISPLACE COUNTESS

MOVEMENT TO OUST PRESIDENT OF INTERNATIONAL COUNCIL OF WOMEN

ROME, May 6.—The second day's meeting of the international council of women now being held at Rome under the presidency of the Countess of Aberdeen, developed an effort to depose the countess from this position, which she has held for twenty years.

Mrs. Mary Wright Sewall of Maine has caused to be circulated to the delegates a pamphlet entitled "The Genesis of the International Council of Women," the purpose of which is to bring about the defeat of the countess to the presidency of the organization for the ensuing term of five years. Mrs. Sewall maintains that the principle of the organization cannot be international if one nationality always is represented in the presidency. She does not advocate an American for the post but takes the ground that other than an English woman should be chosen. She declares that 20 years under the Countess of Aberdeen has gradually transformed the international council into a purely English organization.

LOCAL NEWS

There will be an anniversary mass Thursday morning at 7:30 o'clock at St. Margaret's church for the late Michael Reark.

There will be a month's mind mass for the repose of the soul of the late Mrs. A. M. Bertrand, at 8 o'clock Friday morning at St. Joseph's church.

Among the engagements soon to be announced, of interest to Lowell and Wilmington people, is that of Joseph N. Ames of Huntington Chambers, Boston, to a prominent widow of Huntington avenue.

Miss Marietta Calnan, who is now training as a supervisor of music, has returned from Northampton having spent two weeks with her brother, Mr. Joseph P. Calnan, now bookkeeper for the National Biscuit company of Northampton. While away, Miss Calnan observed the music department in the schools of Northampton, Holyoke, and Springfield, Mass.

Friends of Miss Hazel Rodgers, daughter of Eva and James Rodgers of Boston, formerly of Lowell, will be pleased to hear that she is recovering from serious illness.

STEAMER ARRIVES
NEW YORK, May 6.—Arrived, steamer Olympic from Southampton.

Rear Admiral Mayo early today. The fighting rebels were said to have received additional artillery and reports persisted that Villa would take personal charge of the attack.

Today President Wilson began to arrange his affairs so that he could leave Washington on Sunday night for Mexico City where he will voice the nation's tribute to the dead marines and bluejackets at memorial services Monday.

Secretary Daniels on the yacht Mayflower will meet the Montauk off Hampton Roads and accompany the cruiser to the navy yard.

MEDIATORS TO MEET AT
NIAGARA FALLS MAY 18
WASHINGTON, May 6.—With a purpose of postponing potential hostilities with Mexico as long as possible, President Wilson has consented to the proposal for mediation of the differences existing between the United States and Huerta, despite the fact that Carranza has been eliminated from the negotiations by the South American envoys.

This shift in the policy of the president was indicated last night by the statement made by Secretary Bryan announcing that Niagara Falls, Canada, has been selected by the mediators as the place where the conference will be held between the representatives of the United States and President Huerta.

May 18 is the date set for the first conference. The formal statement of the plans of the mediators issued by Secretary Bryan is as follows:

"The mediators have as their object the settlement of the differences existing between the United States and Huerta, despite the fact that Carranza has been eliminated from the negotiations by the South American envoys.

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PIRATES INFEST CHINA

Band Made Raid on Steamer in Which Several Were Killed and \$30,000 Stolen

SAN FRANCISCO, May 6.—Details of a raid made by Chinese pirates on the steamer Shingai, March 31, in which a number of the ship's officers and crew were killed and \$30,000 stolen were brought here yesterday by the Japanese steamer Nippon Maru. The Shingai, which is a Chinese owned vessel and flies the British flag, sailed from Hong Kong in the evening with 17 passengers who proved to be pirates. Three hours out of port at a pre-arranged signal the pirates drew pistols and knives and attacked four soldiers who had been supplied by the Canton

government to guard the vessel's treasure. One soldier was killed and another injured.

The pirates then rushed into the engine room and took charge. There the keeper of the ship's stores tried to intervene and was killed.

By disguising himself as a coolie and hiding, the Chinese skipper escaped with his life.

According to Nippon Maru's officers, the entire coast of China is infested with pirates. The government, being without funds to operate a coast patrol, is powerless. Thus far only native vessels have been attacked.

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M.E. CONFERENCE

Quadrennial Session at Oklahoma City, Okla. Today

OKLAHOMA CITY, Okla., May 6.—Methodist connection with Vanderbilt university at Nashville has through the recent decision of the Tennessee supreme court become a mere shadow, said the address of the bishops or general superintendents of the Methodist Episcopal church, south, at the opening of the quadrennial conference here today.

After several years of litigation, following efforts of a church commission to reach a satisfactory solution of the question of the Methodist church's control of the university, the Tennessee supreme court recently decided that the church through its bishops did not control the school.

"The decrease of the church leaves to the church a mere shadow of connection with the university," declared the address, "which in our opinion does not justify the church in any attempt to direct the affairs of the institution or assume any responsibility for it. We are thus relieved of what we honestly believed to be a heavy burden which by hundreds of actions taken in general and annual conferences and in the board of trustees of the university itself has been affirmed to be the property of the church."

Indeed, the ownership of the university by the church was never questioned for more than 20 years by anyone within or without the church.

"But as law abiding citizens we bow to the decision of the court. This, however, does not mean that we are bound to agree that the church has received justice in what has been done and decided."

"We don't presume to indicate to what course you should pursue to repair the loss which has been inflicted on the church. That is for the wisdom of the general conference to determine and it is respectfully recommended that the whole matter be referred to a select committee to report standards."

After touching upon the growth in church membership the bishops and their respective to so-called schemes for social betterment.

"Many persons would have the church take a eugenic, the address says, 'rather than upon regeneration by the Holy Ghost for the making of a new and nobler race and bring to bear upon man, the free agent, stock, and the most efficient means to improve the species. But she cannot heed the voices of these spurious generators of mankind.'"

"The conference is urged to take such action as may be deemed necessary to secure the speedy and creditable work of the church in Washington, D. C., adequate representative of our Methodistism, and of the cause of the laity for women, the cause of a widespread discussion at the 1910 general conference, the address declared."

"We have reason to believe that the reason for the demand for this kind of equality is not in harmony with the general sentiment of the women of our church."

That no new bishops would be elected at the present general conference was indicated.

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THE 50 PER CENT. DIVIDEND TO DEPOSITORS WILL SOON BE PAID

According to information received from Receiver Murray of the Traders National bank, the depositors may receive their first dividend, which will amount to 50 per cent., in a couple of weeks, for all the checks will be mailed to Washington, D. C., by the latter part of the week and it is believed that the depositors will receive their money in that time.

Mr. Murray informed the writer that two extra clerks were added to the clerical force and that the work of preparing the checks and signing them was being rushed along. About 12,500 checks are being prepared and as soon as the work is completed, which will be by Friday, the said checks will all be sent to Washington for verification.

Mr. Murray also informed the writer that as soon as the checks are returned to the bank the depositors will be notified through the newspapers and it will be up to them to call at the bank and receive their checks. Depositors who are making their homes out of town will be notified by mail.

The Book You Want
Miss Marley's Library

20TH CENTURY SHOE STORE, TEL. 507

POLICE COURT

Assault and Battery Case Aired - Other Cases Disposed of

Florence Lane was arraigned in police court this forenoon, charged with assault and battery upon one Rose McCann, a neighbor, and pleaded not guilty through her attorney, John H. Leggett. The complainant said that she lived at 529 Broadway and on last Monday William Lane, husband of the defendant and a veteran of the Civil war, called her hard names which she would not express in court. She said that she told Mr. Lane that he would have to apologize for his remarks and he refused to do so. She then rushed up behind her and knocked her to the ground. Under cross-examination Mrs. McCann insisted that she did not strike Mr. Lane, but that he had thrown her down. She testified that he would have to retract the names he called her.

Two relatives of Mrs. McCann testified that they heard the altercation in the yard last Monday noon and upon rushing to the scene saw Mrs. Lane push the complainant, throwing her to the ground.

Heard Mrs. McCann calling my husband hard names and as he is a cripple I rushed out to defend him. I saw her hit him over the head with a man which she held in her hand and in pushing her out of the way she may have done so to the ground.

The defendant was briefly questioned by Supt. Welch, who appeared for the prosecution and she argued that she only acted in self defense. She told the court that the row was over Mrs. McCann walked to the door of the stairs and challenged her to fight it out, but as she is a woman who minds her own business she looked at her and said nothing. Judge Tieney found her guilty and ordered her to pay a fine of \$5 within a space of one month.

William Liden, who claims a residence in Boston, was arrested near Davis square by Patrolman Farley yesterday afternoon while attempting to make purchases in a grocery store without any money to pay for them. Liden went into the store and took a loaf of bread and after the clerks had tied up his orders, he would tell them that he had no money. He was given a ten day sentence to the city hall.

The case of Edward J. Shaner, charged with the larceny of \$120 from the treasury of the local order of bricklayers while performing the duties of secretary, was continued to the next session at the request of Lawyer Tierney, who appeared for the prosecution. The case was placed on file. Mr. Tierney stated that the defendant had returned the money, which he is alleged to have taken and that the prosecution did not wish to carry the case further.

Patrick Cavanaugh, alias John Smith, was arraigned on the charge of escaping from the city hall, and returning a short time afterwards, on the purpose of soliciting charity. Constable Farmer of Tewksbury testified that he caught the defendant in the hospital on the first of April, and quietly left a week or two later. He then returned and asked for admittance again. He was sentenced to the state farm at Bridgewater.

Mrs. Thomas Steward testified that her husband had been drinking and heavily of late and while in this condition abused her and refused to give her any money. She said that she and her husband were married in 1890 and that she had been married to him for 24 years. She said that she had been married to him for 24 years and that she had been married to him for 24 years.

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THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor

SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

Member of the Associated Press

THREE DOLLARS PER YEAR. TWENTY-FIVE CENTS PER MONTH

THE SUN AND ITS MISSION

After being domiciled in its new building for over a year, The Sun today with pardonable pride greets its many thousands of readers in a special edition, not only marking another epoch in The Sun's career but dealing with the growth of Lowell and her institutions, her many advantages as a place in which to live and do business, the present condition of her great and diversified industries and her bright outlook for continuous growth, industrial peace, happiness and prosperity.

The work of replacing the old brick building by a ten story steel structure, combining all the latest and best features of architectural progress was imperative, and now that the task has been completed and that the building like The Sun itself has already attained success, we are prepared to give our patrons assurance of a better paper than ever before so that the general public may share in the advantages of our splendid building and excellent mechanical equipment.

No line of business has made such rapid strides within the past twenty years as has the newspaper business. The marvel of news, intelligence and research crowded into the columns of a one cent newspaper like The Sun is far beyond what the greatest journalist of the past dreamed of as possible. The ideals of the past have been more than realized just as the ideals of the present may be realized in the future. As for The Sun, however far it may fall short of the ideal, it is now better equipped than ever to turn out a first class newspaper, to meet new conditions and to give more efficient service as the people's paper.

On an occasion of this kind we may be excused if we indulge in a little reminiscence. From the upper stories of his new building, the proprietor of The Sun, can look up Market street to the house in which as a boy he ran a small printing press after his daily toil in a local mill. From the same eminence he can point out the very window in the third story of an old mill in the Middlesex yard, at which he worked for a weekly pittance much less than paid to boys nowadays and at an age that would contravene the child labor laws of the present day.

In the same view he can scan the successive locations of The Sun plant, first where the paper saw the light on Shattuck street, then Prescott street and finally in Merrimack square, the site of the present Sun building, recognized as the business centre of Lowell, from which ear lines radiate in all directions and from which traffic cuts through the busy thoroughfare up and down the Merrimack valley, east and west, northerly to New Hampshire and southerly to Boston.

The People's Paper

From this building as a centre, The Sun sends its three daily editions to every nook and corner of Lowell and far beyond, conveying not only all the local news of the day but telegraph despatches giving an account of all the more important happenings of the civilized world up to the time of going to press. The struggles by which this prominence was attained are told on another page of this edition and will not be recited here; but a glance at the picture of the primitive printing press on page 11 of the second section and then at that of the Lightning Hoe sextuple press on pages six and seven of the same section, will show the extent of the progress made. The former represents what might be termed the initial impulse of The Sun while the latter, a veritable epic in steel, and the climax of human ingenuity, gives some idea of The Sun's present status and its achievement as a newspaper. The capacity of this great press may be judged from the fact that this edition of forty-eight pages in four sections is printed at a single revolution and turned out at amazing speed, folded, counted and ready for delivery.

Not in a spirit of boasting over difficulties overcome are these facts recalled, but to show that from small beginnings, relying upon his own efforts the poor boy in this country can attain success if he has a firm purpose to realize a high ideal and if he follows it persistently with courage, industry and perseverance. We mention this also to show that the proprietor of The Sun having had to work in a factory in his early years, knows the hardships of the toilers and has always been in sympathy with all honest and legitimate efforts to aid them in securing their just demands, mindful, at the same time, that industries properly conducted are entitled to a fair degree of prosperity; and hence the community of interest that should exist between employer and employed, and upon the proper regard for which the highest prosperity of every people, every industry and every city must ultimately depend.

Uniform advocacy of this principle combined with a firm stand for the rights and interests of the people at all times, has made The Sun the people's paper and to the people therefore—both readers and advertisers—the publisher is grateful for the magnificent success that has made The Sun Lowell's greatest newspaper.

Democratic in Politics

In politics The Sun supports the democratic party in state and nation believing that it stands for popular rights and interests to a greater extent than does any other. Should the democratic party at any time betray the people, The Sun would no longer support it, believing that when political parties change their principles patriots may have to change their parties. But at the present time there is not the slightest indication that the democratic party will ever betray the people. Its record of legislative reforms under President Wilson commands the admiration of all parties. The new tariff law has broken down the high protection wall that sheltered the trusts while the currency measure has overthrown or will soon overthrow the power of the money kings of Wall street, the speculative sharks who manipulated the money of the country for their own advantage, manufactured panics at will and thus without government interference inflicted untold loss upon the people of the nation. The Wall street magnates can do that no longer, thanks to the democratic party in the fulfillment of its platform pledges.

The democratic party now in control of the government can also be relied upon to defend the honor of the flag and the dignity of the United States whenever either is assailed at home or abroad.

In municipal affairs The Sun has always stood for the best interests of the city and its people, for clean government, the impartial enforcement of the law, the choice of reputable officials who possess the qualities of honesty and ability, two prime essentials in any public servant entrusted with the direction of the city's business and the expenditure of the people's money.

True, it is, that occasionally the people have disregarded The Sun's advice as to men or measures but as a rule they have found that The Sun was right and that on all occasions it has been on the side of the people and true to their interests. When demagogues who cannot secure the support of the press set out to fool the people, they often assail the

newspapers and where voters follow the advice of such men in preference to that of a paper like The Sun which cannot afford to mislead the public, they make a very serious mistake, a fact which they usually discover when too late.

The Sun is opposed to the liquor business and hence for many years it has refused to accept liquor advertising of any kind, thus turning away a considerable amount of money lest we should be responsible for directing anybody to patronize the saloon. We cannot see any consistency in deploring the evils associated with the liquor business in one column while exploiting the business in another. Yet strange to say in this policy we stand almost alone among the daily papers of New England.

Stands for Progress

In local affairs The Sun always stands for progress that will benefit the whole city, not a short sighted or penurious policy, nor one of extravagance that without good cause will run up the tax rate to a figure that acts as a danger signal to new industries seeking a location here.

As a medium of publicity, the dissemination of news, the formation and expression of public opinion, The Sun has become an institution closely connected with the welfare of our city. Naturally some people do not realize the power for good which such a newspaper exerts in a city like Lowell.

In no city in which there has been an honest and fearless newspaper like The Sun have the officials been found to engage in wholesale corruption. If perchance any official ventures to prostitute his office to private gain, he is quickly exposed and either convicted in court or driven into obscurity. The exposures of graft in many of the great cities of the country have been due in a great measure to the vigilance of the press. Nor is this to be wondered at when we consider what the freedom of the press in the broadest sense actually means. It was Richard Brinsley Sheridan who said:

"Give me but the liberty of the press and I will give to the minister a venal house of peers; I will give him a corrupt and servile house of commons; I will give him the full sway of the patronage of office; I will give him the whole post of ministerial influence; I will give him all the power that place can confer upon him to purchase submission and overawe resistance—and yet armed with the liberty of the press, I will go forth to meet him undismayed; I will attack the mighty fabric he has reared with that mightier engine; I will shake down from its height corruption and bury it amidst the ruins of the abuses it was meant to shelter."

In view of the value of such an agency when applied in the interests of the people, the recent tendency to restrict the freedom of the press in the proper exercise of its legitimate functions is not in the interest of morality, civic probity or public progress.

Lowell's Path to Prosperity

One of the chief functions of The Sun is to point the path to civic progress so that our city may keep abreast of the times in all necessary public improvements in order that the people at large may derive the greatest possible returns from the money expended by the city government.

Our city is a large corporation, and any mismanagement or lack of foresight in the direction of its affairs must needs have serious results. Systematic work is necessary, and hence the origin of planning boards which simply undertake to do what newspapers like The Sun have been doing in an unofficial way for years. But city planning is of little use unless there is some practical body to put the plans into execution.

The project of making the Merrimack river navigable from Lowell to the sea, which The Sun has agitated for many years, now bids fair to be realized, thanks to the active work of the Lowell Board of Trade and other similar bodies. This would give our local industries cheap freightage to the seaboard, one great advantage needed to place Lowell on an equal footing with water-front cities like Fall River and New Bedford, and make her future prosperity secure.

In order to afford room for the easy expansion of our present industries and the location of new, we should gradually annex parts of Dracut, North Chelmsford and Billerica.

Among the educational improvements urgently needed is an extension of the system of industrial education so that a greater number of grammar school graduates can avail of its advantages. This will require the early construction of a large building for this purpose. In addition to this we should have a new high school for girls so that their special needs may be duly provided for and the dense crowding of the present high school thus relieved.

The Textile school, although reputed to be the best in the world, has been of comparatively little use to the local mills in the matter of giving them more skilled help, and hence not only the mills but other industries also look with favor upon the system of industrial education, confident that it will assist the operatives, train young men in other trades and thus eventually give us a greater diversity of industries.

If Lowell is to sustain her reputation as the "city of opportunity," she must ever be alert to her opportunities for advancement so as to maintain her supremacy as a great industrial centre; she must have a clean record, a progressive government, thriving industries with a well paid, happy and contented people. That she will continue to grow and prosper without spot or blemish on her glorious escutcheon, that all the races that form her cosmopolitan population will commingle in peace and harmony, all working loyally for the public good and for the highest destiny of our beloved city, is the earnest wish and hope of The Lowell Sun and the chief aim for which it will ever strive.

THE PARK DEPARTMENT

Personally the members of our park department are estimable men, sincere in purpose, apparently, and anxious to promote the public welfare by every means in their power. It is all the more to be regretted, therefore, that for some time past their meetings have degenerated into petty squabbles in which individuals were most insistent on a due recognition of their dignity and personal importance, and most neglectful of decorum. While other cities are developing park systems, or opening summer playgrounds or attending to other desirable activities, our park department weighs the good or the bad points of the department horse with the gravity of members of the supreme bench or exchanges salutes of caustic wit until the sparks begin to fly. All of this makes interesting and amusing reading for the man around the corner, but it does not benefit the parks of Lowell and it certainly does not tend to raise the dignity of the department in the estimation of the public. If it continues it can only lead to total disreputation for no executive body of small membership can remain long in ex-

istence and render good service unless its members are united for a definite purpose. It is to be feared that at present one or two of the members go to the meetings intending to look for trouble—and he who looks for trouble always finds it. The basic ailment of the department may be due to the fact that in the regime of almost pure economy which is upon us there is not money enough even to let the green grass grow all around, not to mention municipal band stands and all the fine improvements that were a dream of other days. Now we cannot have trees, or flowers, or a park auto, or summer playgrounds, or anything but economy. Then by all means let the members of the department conform themselves to the extremely narrow requirements and let us have economy—and peace.

CROSSING THE TRACKS

Undoubtedly there are people in all parts of the city who read a few days ago of the narrow escape from death of the young man who was struck by an engine while crossing the tracks on the Red bridge, off Broadway, and who have since done

likewise going or coming from work or taking a short cut from one part of the city to the other. The young man in question will be crippled for life as scores of local young men have been crippled and this will go on until the railroad officials and the police department get together in some enforcement of the trespass law which will save Lowell people from their own carelessness.

It is not strange that in this city an occasional young man should be crippled or killed outright while crossing the tracks, but it is very strange that many more do not come to grief in the same manner, because there are certain sections—at the curve north of the depot for instance—where hundreds use the railroad tracks when going and coming from work and at the noon hour. Any one who has had occasion to be near the northern depot at these times has seen many narrow escapes when the employees of a nearby mill run out of the way of approaching trains, and the thought must have come to the observer that the railroad officials in this city are far too tolerant. In other cities of the commonwealth strenuous campaigns against such trespass have been waged successfully, and it is high time that in this city track walking be restricted to the employees of the railroad and to others who may be authorized to do so. All others should be immediately prosecuted for their own protection and in the interests of public safety.

MEDIATION—OF WHAT?

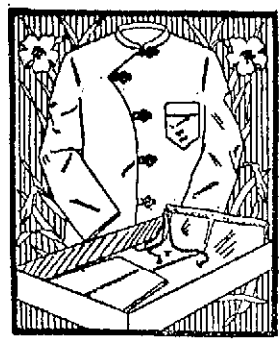
The refusal of Carranza to be represented in the mediation plan which is to iron out the difficulties between this country and Huerta of Mexico—or to attempt it—raises the pertinent question: What shall be treated of in the conference of which so much is expected? Carranza declares that the Tampico incident is the only controversial point at issue, but the government of this country and the representatives of the three Latin American republics had hoped that the federal-rebel difficulty would also be left to the international board. If the rebels finally refuse to submit their grievances to the board of mediation, one cannot hope for very much, for a settlement of the Tampico incident would still leave a great many scores unsettled. The firing of a salute to the American flag or the refusal of Huerta to fire such a salute seems a slight matter as compared with the long war with its thousand injustices and atrocities. One thing, however, is certain. Though this country desires peace rather than war, the troops at Vera Cruz will remain until there is some constructive policy that will give the beautiful but sadly misgoverned southern republic a chance to breathe again. The best thing that could happen is the resignation of Huerta and though this is more or less confidently predicted, that surprising individual has the knack of doing the unexpected. What he will do in the present instance no one but Huerta knows surely.

SEEING THE LIGHT

So long as we have public business and private business and so long as each is distinct, legislators will walk on very dangerous ground in making laws that permit the state to interfere with the business of its private citizens. Such laws have been made and will be made again, to the advantage of industry, the state and the public in general, but other laws have been made, even recently, the desirability of which is not yet any too apparent. For a while it seemed that all legislation was aimed at the amelioration of working and living conditions, and no matter how meritorious the object of such laws or intended laws may be, there is a point beyond which legislators may not go without more than undoing the work already accomplished. That Massachusetts was dangerously near such a point was demonstrated forcibly recently in the protest that arose on all sides from manufacturers and employers of labor who found themselves unable to keep up with the demands of modern legislation. Those who protested did not so much ask immunity from laws or the assurance that new laws would not be passed, but they asked that the legislature pause long enough to give industry an opportunity to live up to new requirements before piling on more burdens of a like nature.

There are at present many indications that the present labor laws will not be tampered with at this session of the legislature and that no new laws of a sweeping nature will be considered. It seems that the governor has wisely seen the danger of imposing burdens on Massachusetts industries that might drive them into less exacting states and has impressed his views on the leaders in the house and senate. At any rate when a bill came up recently to provide for an eight hour day or 48 hour week for women and minors in mercantile and manufacturing establishments, it was rejected in the house by a decisive vote. Even though the bill was introduced at the request of the state branch of the American Federation of Labor, its supporters were not able to even secure a roll-call. This legislative opposition to what would have been considered a "popular" measure a few years ago does not prove that the bill was undesirable as much as it proves its untimeliness.

Unfortunately the well-meaning colonies who favor the passage of



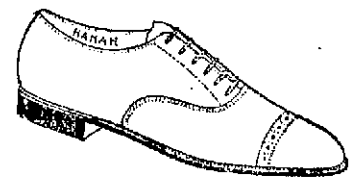
A Sale of Men's Fine Pajamas \$1.35

Regular prices \$2.00 and \$2.50

The handsomest lot of pajamas we have ever displayed. This is the cleaning up of our manufacturers' spring lots, sold to us at a great concession in price—The materials, dainty soisettes and mercerized fabrics in white, cream, pearl gray, heliotrope and blue, beautifully finished with white silk frogs and large pearl buttons. The workmanship the very best.

A Few Dozens of Men's Cotton Night Shirts 69c

All from lots that sold for \$1.00. Cut 52 inches in length, of full, generous width, capitally finished with double felled flat seams. A real bargain.



New Low Shoes, Made On the Straight English Lasts \$3 to \$6

The most notable style of the present season—Here are shoes that combine style with comfort. All leathers are represented, gun metal, vici kid, patent colt, mahogany and tan Russia—in cord, lace and button—No shape in shoes introduced in late years has had such immediate success as this English last—Made by our special manufacturers and by Hanan for prices ranging from\$3.00 to \$6.00

An Important Sale of Men's \$3.50, \$4 and \$4.50 Shoes for \$2.85

These are all from our regular stock and include all small lots of high and low shoes, button and lace—Young men's smart shapes and men's conservative lasts are included and about all leathers are represented—gun metal, patent colt and Russia tan leather. All today for one price\$2.85

Putnam & Son Co.

166 CENTRAL STREET.

sweeping labor laws do not look to the cause of prosperity as much as they look to the side of the worker or they would see that the competition of other states is a vital consideration in all such matters. It would not be a very difficult matter to legislate all prosperity out of the business of Massachusetts or any other state, and enforced idleness would be a poor substitute to the worker for the humanitarian law which frequently the worker desires least of all. Unthinking political and I. W. W. agitators strive to stir up the feeling that the man who toils and the man for whom he toils are inimical in purpose, but we will not have the most desirable labor laws or the best labor conditions until it is generally recognized that prosperity cannot last without a mutual consideration of the respective rights of each class.

The best policy for the legislature to pursue—and there is every reason to hope that this policy is about to be pursued—is contained in a recent declaration of the governor on this subject. "We must now," he said, "strive to make the existing laws solve the labor and industrial problems rather than try to pass further legislation restricting industry. I personally believe that the industries of the commonwealth should not be tampered with again by the legislature for some time to come, and I am confident that the legislature will take the same view of the situation."

The authorities of Quincy have adjudged mentally deficient a firebug of that city who set seven fires last December with a loss of about \$20,000. Makes quite a difference whether a fellow sneak into a tenement basement with some kerosene and matches or burn Rome and watch the conflagration from a balcony—playing on a lyre the while. But then the average American regards Nero as a "nut" at that.

The declaration of one of the Massachusetts senators that he voted for the bill favoring a change in the Boston charter because "he had been told that certain bills in which he was particularly interested would be defeated unless he voted in favor of substitution," does not call attention to the best in legislative methods.

From the wreck of the great Titanic to the burning steamer sighted 300 miles south of Cape Race last Monday the past few years have seen many stories of the deep more thrilling than Hugo's "Toilers of the Sea."

A man jumped into Niagara a few days ago with suicidal intent and escaped. He could not have heard of the Concord river.

April showers bring bright May flowers; May showers bring groans and growls.

Where's that paint brush?

A QUARTER CENTURY AGO

I see by the reports from city hall that Capt. Lyman Prouty, once the admiral of the Merrimack river navy but more recently commander of the city's steam-roller squadron, after being refused a pension, has decided to stick to the ship, or, more correctly, the steam-roller, and will merrily roll along over the rough-shod streets for another summer.

Twenty-five years ago, Capt. Prouty came very close to having the unique experience of being "dammed," and going to heaven at the same time. In fact, he came so close to it that a horror-stricken crowd of witnesses thought it was all off with the doughty captain.

The thrilling event is described in the old Sun as follows:

"On Edge of the Dam"

Sunday morning, Captain Prouty of the steamboat "City of Nashua," was cruising on the Merrimack above the Pawtucket dam, with a full complement of passengers. Skipper Batchelder of the steamboat "Daniel Gage" had been at work with a gang of men launching his boat which was stored on land near the falling mill. When the boat was launched at 11:30 he called the "City of Nashua" to give him a tow to the anchorage in the rear of the ice houses. A line was thrown from the stern of Captain Prouty's boat to the bow of the Batchelder craft, the engine puffed, the screw propeller revolved, and they were off into the stream. A heavy current was running over the dam, 150 yards away. Below the dam the ragged edges of black, forbidding rocks poked their heads above an angry rush of foaming water that swirled and hissed under the Pawtucket bridge to the lower river.

The "Nashua" pulled the "Gage" into the stream. When a short distance out, there was an insignificant collision between the boats and a stoppage to arrange matters. The delay did great harm for when the tugboat "Gage" started up again it was found that both boats had dropped down stream just far enough to get into the water that was turning itself into foam a stone's throw off. The engine of the "Nashua" was put to its greatest exertions but the two steamers continued to slide down stream. As a last resort the hawser connecting the boats was cut and the "Gage" left to its fate. Relieved of the drag, the "Nashua" did not get out of it but continued to follow in the wake of the "Gage." Prouty buried his head overboard, he caught on the bottom, held for a minute, then snapped, and the last chance was gone. While this was going on the "Gage" crushed itself against the submerged iron rods of the dashboards on the very brink of the dam.

Like the pilot of the Prairie Belle, Captain Prouty saw his duty as a dead sure thing and pointed her nose for the shore. In less time than it takes to write it Prouty's boat was on the edge of the dam beside Batchelder's boat.

Both boats lay broadside to the current about 15 yards from the Pawtucket dam. When the "Gage" struck, a small boy who was on the upper deck narrowly escaped being hurled into the foam-lashed rocks 30 feet below. There were about 15 persons on both boats and they called loudly for help, fearing that the ribs of the boats would be crushed in by the force of the current or that the steamboats would be lifted over the protesting iron braces. To go over the dam meant certain death for every person.

John Green a Hero

"Junior John Green of the Vesper club took in the situation. He jumped into a dory and struck out for the helpless people in the helpless steamboats. Both boats careened over to an angle of about 45 degrees and from the Pawtucket side their situation seemed precarious. John Green took one lead in

his dory and then had a narrow escape from going over the dam. One of the oar-locks of his boat got out of working order and his cool head helped him out of his difficulty. He repaired his boat and then took off all but two men on the "Nashua" who remained from choice.

A great crowd collected on the Pawtucket shore and on the bridge and through the city flew a rumor that two steamboats loaded to the gun-wales with passengers had gone over the dam and that dozens of passengers were drowned or crushed to death.

George L. Fowler, the building-mover came on the scene with windlass and a gang of men. The windlass used in moving buildings was spiked down in Varnum avenue and a strong rope floated down to the "Nashua." When an attempt was made to pull the "Nashua," the rope snapped. Other ropes were floated down to the boats and they were made fast to the shore as a partial prevention should the water rise. Then the boats were left until Monday morning, the two men being taken off in a dory. The "City of Nashua" has been hauled from the Pawtucket dam by a number of men and preparations are under way for the removal of the "Daniel Gage." The smaller boat was not so badly crushed as was supposed.

Charlie Morse may tell blood-curdling stories about his experiences in the mines of the wash but he has nothing on Cap. Prouty, whose "Jim Bludgson" stunt was performed right at home so that we don't have to take his word for it. The Sun tells us about it and what The Sun says, as I have previously remarked, in koppel, by Heck!

John Hickson a Hero

Speaking of heroes and incidentally of ponies, if it wasn't for Officer John Hickson, there's a possibility that Chief Hooper would not be drawing a pension today. In a supplementary story of the Carpet mill fire, the first of which appeared in my last article, the old Sun says:

Saturday morning during the fire in the Carpet mill of the Lowell Manufacturing company, the passageway known as Carpet Lane was crowded with people. A shout was heard and it was seen that Chief Hooper's horse was rushing toward the packed crowd. The animal had snapped the bridle and was unmanageable. There was a great fear, the crowd being panic-stricken and there was more than an even chance that somebody would be trampled under the frightened horse. Officer John Hickson jumped in front of the animal and grabbed him by the nose. A fierce struggle ensued; the heavy Hickson being pulled and dragged all over the place, but he held on until help came and the horse was subdued. It was a brave act and Officer Hickson made himself a hero in the eyes of every person who saw the struggle.

And that was only child's play for John Hickson in his palmy days. Had "Que Vadis" been on the stage on those days John would have been eligible to play the part of "Ursus" for his tremendous strength twisted the neck of a mad bull and saved the heroine. John could have thrown the bull, in fact he can yet, but that's another matter. One Saturday night many years ago I accompanied Officer Hickson and several other officers into a house in William street where a small army of Poles were mixing it up at force of arms and contrary to the peace, etc. I say, I accompanied them, perhaps I did not take care to be the last man in. They were a bad bunch and all of the officers except Hickson had their clubs drawn. Officer Hickson needed no club. Nature had endowed him with a right and left hand that could "looked" innocent enough when hanging loosely by his sides but which were death-dealing when in action. In a room just off the street were four or five Poles in the midst of a fine battle. One non-com-

batant was sitting beside a small stove from which a huge stove-pipe ran up and across to the chimney. Nearby was a table on which reposed an omnibus-looking knife. As the officer entered, Hickson greeted them with: "What kind of a way is that for gentlemen to behave. Stop it now. We'll have no more of it!"

Just then the Pole who was seated arose and made a grab for the knife. "Put that down my bucko!" exclaimed John, and as he did, he swung one of his famous open-handers, a mere slap, as it were, not a punch. John's gigantic palm caught the Pole on the side of the face. Away went Mr. Pole through space until he collided with the stove. Down came the stove and its several yards of pipe, landing on his head and crushing him, tryingmen, dropping two of them to the floor, while the others simply dove through the door into another room. The first man struck remained on the floor trying to dig the soot out of his eyes and to get the side of his face out from between his teeth. Peace reigned in William street for the remainder of the night and ever afterward while Hickson was on that beat if a Polish mother wished to get her children to sleep at night she had only to tell them that "the big Irish cop" would get them, and immediately they'd tuck under the bedclothes and would be next morning no more. Officer Hickson always favored the "open-hand" or in subdividing refractory prisoners. He also had a regular punch with the fist closed, but he only used it to break down doors or stop runaway horses. It was too mighty a power to be used on anything as frail as a human body.

John F. Murphy "Canned"

Twenty-five years ago, the present postoffice building was in process of construction, the old postoffice being located where "Mitchell the Tailor" is at present doing business, in the Hill-dreth building, and a very comfortable job was that of superintendent of construction.

The old Sun says: John F. Murphy, ex-chairman of the democratic city committee who was appointed under the Cleveland administration, as superintendent of construction of the federal building for Lowell, has been notified that his services have been dispensed with. Mr. Murphy is a democrat and the administration is republican.

The late John F. Murphy was indeed, a democrat, one of the unaffiliated, and no democratic love feast or other kind was complete without him. When the silver movement was launched in 1890, and Mr. Bryan first nominated for president, the democrats of Lowell, and New England generally, walked on the silver plank in the democratic platform, the Lowell Sun being about the only democratic newspaper in New England to support the democratic platform in its entirety, while the "gold" democrats so-called were quite strong in this vicinity. Among the latter was John F. Murphy and at the fifth district congressional convention, I believe it was, held that year, he succeeded in getting a proposed resolution endorsing the silver movement out of the convention. Somebody had introduced a resolution endorsing free silver and had spoken on the matter when Mr. Murphy got the floor. He started to speak favorably on the resolution. He said that free silver appealed to him, favorably, in fact everything that was free did, he said, and he felt like voting for it, but the resolution as it read at present was incomplete, and therefore he would ask the convention to accept a slight amendment to it.

"I would amend the resolution, Mr. Chairman," said Mr. Murphy, "by inserting after the words, 'free silver,' the words, 'and free cowhide'."

"Also include free beer and hot side-walks, squire," whispered Edward D. McVey, another golden democrat, who sat nearby.

The resolution was withdrawn.

Hopeful But Not Confident

In a recent article, I reprinted some hot-shot that the editor of the old Sun drew into the members of the democratic city committee after the election of Col. James J. Carmichael as chairman 25 years ago. A week later, I and him considerably calmed down and viewing the situation more hopefully, but apparently with no great amount of confidence. Here's what he says: "Mr. Carmichael announces that he will accept the chairmanship of the democratic city committee. There is no good reason why the members of the committee should not work harmoniously under the direction of Mr. Carmichael. Next fall the democrats have several chances to do something. It remains to be seen whether they accept the chances or make costly errors."

That "it remains to be seen," is eloquently expressive of grave doubts.

The Training School

The Lowell Training school in which Lowell's teachers of the future received their finishing touches was in vogue 25 years ago and according to the old Sun, the republicans had no use for the institution, for read the following Sun editorial:

"It is safe to say that if the new Training school building wasn't so far advanced the Training school system would have died a sudden and violent death. Alderman Scribner removed his child from the institution, declining to allow Mrs. Dewey to try her notions on any child of his. The Training school is an elephant which the republicans would gladly kill off if they could stand up under the jeers of the whole city."

"Mrs. Dewey's notions," I assume, were the then comparatively new system of practice work for pupil-teachers. The Training school pupil taught school under the supervision of critic teachers of whom there were several. Alderman Scribner's child would have fared none the worse if he or she had been allowed to remain at the Training school. The reason, no doubt, for the objection of the republicans to the Training school was the fact that it established a sort of merit system relative to the qualifications of candidates for the positions as teachers. The republicans were in control locally in

those days and to the victors belonged the spoils even in the matter of school appointments. The Training school showed a strong tendency to put the spoils system out of vogue and hence the antipathy of the local G. O. P. The coming of the Normal school put the Training school out of commission. Mrs. Dewey was the first principal and she was succeeded by Miss Keyes. Mrs. Stephen J. Johnson, wife of the well known physician, Miss Gertrude Edmund succeeded her and remained in office until about the time the school was abolished, her able assistant, Miss Helen Sloan, now principal of the Colburn school, remaining in charge.

School Board Meeting

It seems natural to read the name of Andrew G. Swapp, in the report of a school board meeting, for even as far back as quarter of a century ago Mr. Swapp was in that branch of the government, serving continuously until a few years ago when he retired. It is evident that there was little love lost on the school board by the editor of the old Sun for he reported the meeting held 25 years ago as follows:

"At the regular meeting of the school board, Monday evening, Mr. Burnham was the only missing star. All the others shimmered over their rosewood desks. The meeting was short and sweet. The committee on high school recommended that the superintendent of schools have power to send back to the grammar school any particularly dull pupil on the recommendation of the principal of the high school. This passed. The matter of a new school accommodations for ward 9 will be referred to the city council. Miss E. D. Bradley got a third class teacher's certificate. After a eulogy on the late Miss Beard, Mr. Swapp moved that a committee be appointed to draw up appropriate resolutions. Messrs. Swapp, Cummings and Gerry are the committee. A committee was appointed to confer with Librarian Burbank with a view to getting suitable reading matter into the hands of school children. Messrs. Brock, McVey and Cummings were appointed on this committee. Misses Colling and Harlow were granted leave of absence for the rest of the term. On motion of Mr. Woodies all

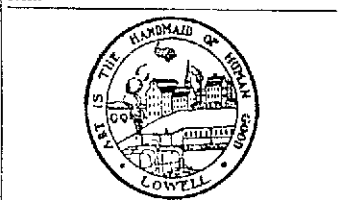
A TONIC FOR THE NERVES

Nervous people who have not yet developed a disease that can be recognized and treated by the medical profession have the greatest trouble in finding rest, irritation, headache, sleeplessness, nervous depression, all these discomforts make life miserable, but are endured rather than run a doctor's bill without definite hope of recovery.

Every such sufferer should know the danger of such a condition of the nervous system. Nervous debility and even paralysis may easily result if the tone of the nerves is not restored.

The one big fact that brings hope and relief is that the nerves can be restored by building up the blood. It cannot be too often repeated that only through the blood can nourishment and medicine reach the nerves. Dr. Williams' Pink Pills make the blood rich and red and quickly restore vitality and energy to a weak nervous system. A nervous person who gives these pills a trial is almost certain to see good results and what is more, the benefit will be lasting because the trouble is attacked at its root. Thin blood makes weak nerves. Building up the blood restores the nerve force.

Get a box of Dr. Williams' Pink Pills today and write the Dr. Williams Medicine Co., Schenectady, N. Y., for a free copy of "Diseases of the Nervous System."



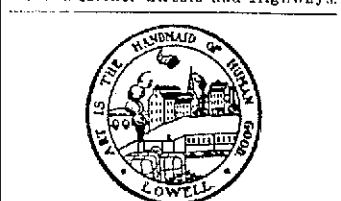
NOTICE TO ABUTTERS

Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

The city is about to pave the following streets:

Gorham st., from Davis square to L. and R. R. crossing at Manchester st. Westford st., from Chelmsford to west side Loring st. In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, and under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years, if said improvements are completed, except as otherwise provided in the city ordinances.

C. J. MORSE, Commissioner Streets and Highways.



NOTICE TO ABUTTERS

Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

The city is about to macadamize the following streets:

High st., from E. Merrimack st. to east line Sherman st. High st., from east line Sherman st. to Rogers st. Andover st., from Nesmith to east line Bulman road. Andover st., from east line Bulman road to east line Clark road. Andover st., from east line Clark road to city line. Andover st., from Liberty to Chelmsford st. Varnum ave., from Mammoth road to east line of Brookside st. Rogers st., from west line Perry st. to east line High st. In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, and under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years, if said improvements are completed, except as otherwise provided in the city ordinances.

C. J. MORSE, Commissioner Streets and Highways.

RHEUMATISM

Acute, Chronic, Muscular, Articular, Sciatica, Lumbago, Neuritis, Arthritis, Deformans. Gout can be CURED. Satisfaction guaranteed or money refunded.

DR. TEMPLE, 67 Central Street, Lowell, Mass. Wed. 2-4 pm. Sun. 10-12 A. M. Call, Write or Phone 674.

Safe and Sure Relief for Indigestion and Biliousness

is to be found in the World's Family Medicine—Beecham's Pills, which you ought to have on hand ready to use at the first sign of trouble. Indigestion makes you weaker than you ought to be; hinders your sleep; makes it difficult for you to work with any success; spoils the natural pleasures of life. The food you eat does not nourish you, and then serious sickness may follow. For over sixty years, Beecham's Pills have proved the best corrective for indigestion

and Biliousness

Thousands have found prompt relief from the suffering caused by indigestion or biliousness by using this famous and time-tested family remedy. Headaches, lassitude, bad dreams, restless nights, stomach pains, bad breath, low spirits are driven away by Beecham's Pills. When they have cleared the system and purified the blood, there is a renewed feeling of energy and vigor; work is easier, pleasure more assured. You, too, if you will try a few doses, will have a healthy body, an active brain, normal nerves and you will know by your own experience, that lasting benefit results from using

BEECHAM'S PILLS

"The Largest Sale of Any Medicine in the World"

Directions of Special Value to Women are with Every Box

At All Druggists, 10c., 25c.

substitutes from the Training school

were granted \$45 per month after they have taught three months."

In those days there were no manual training or industrial schools in Lowell for the benefit of the backward or delinquent pupils.

The Washington Centenary

Twenty-five years ago, April 30, the 100th anniversary of the inauguration of George Washington, as president of the United States was patriotically observed with special services in all of the Catholic churches and in St. Anne's Episcopal church, at the latter place of worship, the late Dr. Chamber giving a patriotic address, while the chimes gave a program of patriotic airs during the morning. The crowning event of the observance was a monster banquet held under the auspices of the Catholic union, at which every Catholic society in Lowell was represented by a delegation of members. The old Sun devotes nearly an entire page to its report of the banquet. The affair was held in old Huntington hall, which was elaborately decorated in honor of the occasion. The invited guests were: Postmaster Al. Haggerty and Deputy Collector John H. Harrington, representing the federal government, all of the Catholic clergy of the city, Mayor Palmer, the aldermen, councilmen and members of the school committee. At the platform table were Rev. William D. Joyce, O. M. I., the orator of the occasion; Rev. Father McKenna, spiritual director of the Catholic union; ex-Mayor Donagan, Philip J. Farley, president of the Catholic union, Henry J. O'Dowd, and Geo. M. Harrigan. A chorus of 200 voices under the direction of Prof. P. P. Haggerty and assisted by Owens' orchestra rendered patriotic airs and Henry T. Gilday was accompanist.

At the opening Fr. McKenna delivered prayer.

The post-prandial exercises were opened with the singing of "America" by the chorus. George M. Harrigan then introduced Philip J. Farley as toastmaster and the latter gave an eloquent address which was followed by the singing of "Columbia, Land of the Brave" by Daniel J. Donahue. Rev. Fr. Joyce then delivered the oration. Very Rev. Fr. McGrath had been selected as the orator, but he was called out of the city and Fr. Joyce made a worthy substitute. "The Star Spangled Banner" was then sung after which ex-Mayor Donagan spoke and the exercises concluded with the singing of Keller's "American Hymn."

The committee in charge of the banquet were: Philip J. Farley, George M. Harrigan, Thomas P. Sullivan, Miss Albertine T. Lane, Miss Margie F. Marren, Miss Louise M. Hickey and Dennis J. Devine. The list of delegates in attendance was as follows:

St. Peter's Temperance society: Jas. B. O'Connor, Peter Mulligan, Francis O'Neill, Michael McInnamin. Lowell Irish Benevolence society: John Deoherty, John Dunn, Michael Corbett, James Howard. Grattan Literary Institute: John McGlynn, Thomas H. Muldoon, Bartholomew Murray, Bernard O'Neill. Association des Jeunes Gens: C. Constantinou, Samuel Marchand, Henri Daigle. L'Union St. Joseph: J. B. Hurtubise, W. Calise, C. H. Belanger, Joseph H. Bergeron. Holy Name society, St. Michael's church: Dennis O'Brien, Charles Calahan, John McCluskey, James Calahan. St. Patrick's Debating society: Daniel J. Manning, William H. Sheehan, John J. Corcoran and John T. Powers. Christian Doctrine society, St. Patrick's: James F. Smith, James Marren, A. E. Barrett and Frank H. McCarthy. Christian Doctrine society, Immaculate Conception: W. H. Ward, John Gagan, Frank Sheehan. St. Jean Baptiste: G. D. Jacques, J. W. Paradis, Felix Vigeant, J. W. Alexander. Temperance society, Immaculate Conception: John J. Coyne, James Reynolds, John Feeney, James Hixland. Mathew Temperance Institute: Jas. J. Quinn, William E. Broderick, A. A. Conway, J. Lynch. Phillips Literary society: J. F. Flordan, William Hiltz, Thomas Ryan, P. J. Lynch. Burke temperance Institute: James A. Sullivan, John Watson, Frank J. O'Hare, Edward Farrell. Holy Name society, St. Patrick's: Michael McDermott, John Whitty, Michael Goughlin, Michael Moran. Corporation St. Andre: Joseph S. Lapierre, L. P. Turcotte, Michael Hamel. Catholics Temperance union: M. H. Gileay, John J. Delaney, Martin Clark, John F. Roane. Le Cercle Canadien: Charles Far-

thenals, Arthur Wilbrenner, Henry J. Lanthier, A. Gauthier.

J. M. C. L. A.: William H. Tweed, John Whalen, William H. Galvin, Geo. Green, W. Howard.

St. Patrick's Temperance society: James O'Sullivan, Thomas F. Garvey, John Ring, James Kelley.

Div. 25, A. O. H.: John Thompson, Daniel Powers, Maurice Fitzgerald, Robert Battersley.

Lowell Irish Benevolence: Edward Conway, John D. Murphy, Patrick Ford, William G. Kennedy.

Irish National league: Edward Gal-

agher, Daniel Shay, P. J. O'Brien, Thos. F. Roach.

THE OLD TIMER.

NURSE TELLS WHAT TO DO

FOR SKIN SORENESS

Gertrude I. Rollings, trained nurse of Brockton, Mass., says: "In all my maternity cases I insist on having Comfort Powder. It is especially good for bed sores, eczema, chafing, scalding, rashes and, in fact, for all skin soreness."



YOUR SUNDAY ROAST

is best done on a

New Perfection Oil Cook-stove

Its steady, even heat preserves the rich, natural flavor of the meat. You can get just the right heat always.

The New Perfection is ready to cook in a minute. No fires to kindle—no ashes, no soot.

Made in different sizes—Nos. 1, 2, 3, 4 and 5. No. 5 has the new fireless cooking oven. Ask to see it at all hardware and department stores.

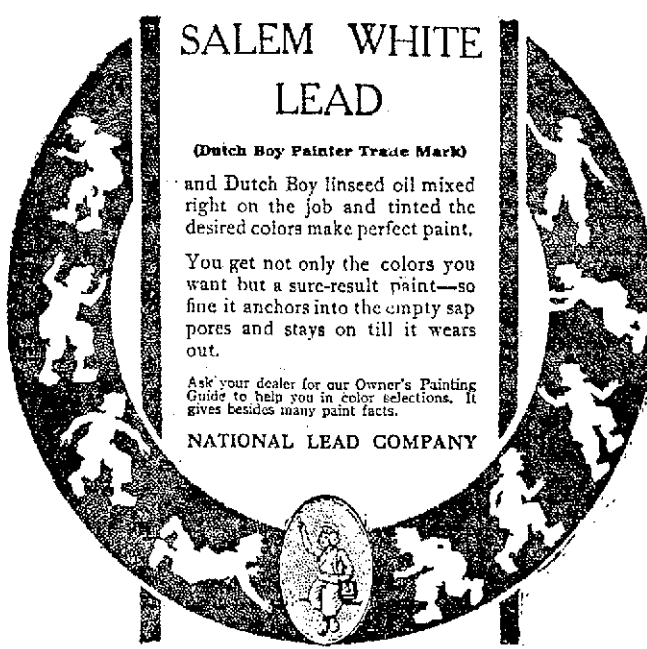


STANDARD OIL COMPANY of New York

New York Albany Buffalo Boston

Why not Made-to-Your-Order Paint?

Mix your paint to suit surface and weather conditions and tint it so it blends well with the surroundings of your house.



IT IS NOT WHAT YOU PAY BUT WHAT YOU GET FOR WHAT YOU PAY

Look for This Trade Mark WHEN BUYING TIRES AND TUBES It Guarantees MILEAGE, MATERIAL, WORKMANSHIP and SATISFACTION. SPECIAL PRICES for This Season. PATTERSON RUBBER CO. MIDDLESEX STREET LOWELL, MASS.

How to Get a Good Job of Painting or Interior Decorating

There is but one way to get the best job of painting or interior decorating, the best of stock and skilled workmen from the shop with a reputation for good work.

DWYER & CO. PAINTING CONTRACTORS 170-178 Appleton St.

STATE-WIDE REFERENDUM STABBED BY A WOMAN MINOR PERMITS GRANTED LAUNDRESS ASKS \$15,000

RECOMMENDED TO SETTLE BOSTON & MAINE MIXUP BY PROGRESSIVE COMMITTEE

BOSTON, May 6.—That the people must be given the right to decide at the next state election what shall be done with the Boston & Maine stock now held by the Boston Holding company is the policy decided upon by the progressive committee of state legislators recently appointed to consider the matter.

The application of the state-wide referendum to the railroad problem is the suggestion that comes from the committee, the members of which are Senator Charles M. Cox and Representative Geo. F. Webster.

TO ENFORCE AUTO LAWS

SECRETARY OF STATE ALBERT T. PHILLIPS OF CONNECTICUT WARNS AUTOWE LISTS

HARTFORD, Conn., May 6.—Since enforcement of the automobile laws of the state and of the nation is the duty of all citizens, the secretary of state, Albert T. Phillips, has issued a statement calling attention to the fact that there have been no changes from automobiles in the state during the last four months of the year.

In particular, Secretary Phillips warns motorists against the danger of passing standing traffic laws.

BOSTON STORE MANAGER INJURED IN BATTLE WITH AN ALLEGED SHOPLIFTER

BOSTON, May 6.—A desperate duel of the strongest sort was fought in the P. W. Woolworth company store at 1075 Washington street yesterday afternoon between "Scotty Gertie," a buxom blonde, armed with a large knife, and a man, whose name is not known to the police by her name de guerre, for shoplifting. In an instant she grabbed the knife from a counter and attacked him.

The manager had sought to apprehend the woman, whose real name is Gertrude McPherson, but who is better known to the police by her name de guerre, for shoplifting. In an instant she grabbed the knife from a counter and attacked him.

Manager Higgins was badly hurt in the scuffle, but not till his fall did he know that he was being attacked. He had been looking for the woman, who had been seen in the store, and he had been looking for her.

GIRL PREVENTS FIRE

BOSTON, May 6.—Miss Teresa, a girl of 12, living at 1075 Washington street, prevented a fire from spreading in the store of her father, who had been badly hurt in the scuffle with the woman.

LICENSE COMMISSION TRANSACTED ONLY ROUTINE BUSINESS LAST NIGHT

The license commission met last evening and granted the following permits:

Permission to sell ice cream, confectionery and soda water on the Lord's day: May L. Cayer, 73 Branch street; Loring R. Kew, 269 Branch street; Mary Sullivan, 148 Fayette street; John Mantas, 441 Market street; Ada Riley, 183 Kinsman street; James Kerne, 373 Market street; Catherine Charters, 734 Rogers street; Sophie Larock, 286 11th street; L. M. Dayon, 657 Broadway; Christos Zlogkos, 435 Market street; John V. Tsafasias, 330 Merrimack street; L. N. Frost, 530 Suffolk street; Mabel Abels, 113 Salem street; Helen Beatty, 177 Church street; Flora Cloutier, 708 Lakeview avenue; Sabina Laqua, 51 Main street; Lydia Gauthier, 187 Jenkins street; Mary Poulter, 200 Hall street; Elizabeth Donnelly, 7 Newhall street; Peter Andrew, 143 Lakeview avenue; Lucy Lanny, 219 Alken avenue; Mary L. Fields, 94 Hale street; Adela Turcotte, 315 West Sixth street; Annie E. Jendricks, 122 South street; Catherine Bailey, 498 Chelmsford street; Bridget Carroll, 191 Gorham street; Edward Strauss, 314 Chelmsford street; Joseph A. Blom, 16 Alken avenue; Mateusz Sornowski, 14 Lakeview avenue; Annie Realey, 42 Coburn street; Eva Laplante, 212 Cumberland road.

Common victualler: Philip McNeely, Stockpole and East Merrimack streets; Alexander Contogianis, 349 Middlesex street; Nellie A. Blom, 290 Bridge street.

Intelligence office: Sarah L. Anderson, 1018 Gorham street; John M. Handley, 121 Central street.

Second hand stores: Jacob Fox, 588 Middlesex street; Ike Zoln, 239 Dutton street; Arthur S. Edwards, 631 Dutton street.

Junk collectors: Hyman Levin, 139 Howard street; Thomas P. Reynolds, 11 Cedar court; Henry Wilson, 134 Howard street; Samuel Blank, 18 Daly street; William Evans, 80 Plain street; Barney Jacobson, 135 Railroad street; William Miller, 106 Church street.

Drivers' permits: J. J. Gallagher & Co., 401 Broadway; P. F. Cox & Co., 213 Broadway; T. F. Donohoe & Co., Central street; J. P. Connor & Co., 28 Tilden street; Patrick Kelly & Co., 19 Davidson street; P. H. Donohoe & Co., 46 Church street; James Cahin, 101 Lakeview avenue; Germain & Co., 26 Tremont street; E. A. McQuade, 73 Market street; D. E. McQuade, 187 Central street; W. W. Murphy & Co., 286 Merrimack street; P. Dempsey & Co., 333 Market street.

Other licenses: To take and sell pictures, Grover C. Kempton, 370 Merrimack street; Hawker and Pader, 110 Church street; 50 Coburn street; express, Seth Kimball, 8 Washington street; billiards and pool, Peter Christopoulos, 429 Market street.

SAVED LIVES OF AMERICANS WASHINGTON, May 6.—The United States government today forwarded six gold watches and chains to the legation at Peking for distribution among Chinese officers and civilians in recognition of services in saving the lives of American citizens in China.

BECAUSE YOUNG SON OF HER EMPLOYER DROPPED BAG OF WATER ON HER

BOSTON, May 6.—David Sears of 265 Commonwealth avenue, son of Mr. and Mrs. Philip S. Sears, is being sued for \$15,000 by Miss Anna S. Claburn, a young woman formerly employed as a laundress at the Sears home, who claims that young Sears threw a paper bag full of water upon her from an upper window of the Sears house.

In the bill filed yesterday with the clerk of the superior court, Miss Claburn alleges that David Sears, who is a boy, assaulted her while she was engaged in her regular occupation on March 5, 1913. She was in the rear yard, she says, when young Sears threw the bag of water down upon her. She says she was knocked down and drenched with the water when the bag broke.

The bag of water, it is charged, was "thrown or hurled down upon her with great force and violence and from a great height." Since the alleged assault, Miss Claburn claims she has been unable to work and will be unable to do so for some time to come, besides being physically injured, she says.

John H. Ellis, of the Tremont building, is attorney for Miss Claburn. Some interesting testimony is expected when the case comes to trial. The defendant's family is one of the best known in the Back Bay. Philip S. Sears is a prominent club man, a Harvard graduate and a noted tennis player.

SHOE MANUFACTURERS

Continued

of machines for use in the manufacture of shoes, not merely a well system, but a well, a McKay, a standard screw, a pegged and any other standard system of making shoes. Include not merely boards and cutting knives in the cutting room, but also cutting presses, a few benches on which shoes may be made by hand; connect this machinery with motors; get the power for the motors from a model power

ACID STOMACHS ARE DANGEROUS

Common Sense Advice by a Distinguished Specialist

"Acid" stomachs are dangerous because acid irritates and inflames the delicate lining of the stomach, thus hindering and preventing the proper action of the stomach, and leading to probably nine-tenths of the cases of stomach trouble from which people suffer. Ordinary medicines and medical treatment are useless in such cases, for they leave the source of the trouble, the acid in the stomach, as dangerous as ever. The acid must be neutralized, and its formation prevented, and the best thing for this purpose is a teaspoonful of bisulphated magnesia, a simple antacid, taken in a little warm or cold water after eating, which not only neutralizes the acid, but also prevents the fermentation from which acidity is developed. Foods which ordinarily cause greatest distress may be eaten with impunity if the meal is followed with a little bisulphated magnesia, which can be obtained from any druggist, and should always be kept handy.

plant beside the school buildings; supply the factory with all common sorts of leather, both sole and upper, and abundance of lasts and patterns and other materials for shoes, start the machinery in motion, and employ a group of students to run the machinery and to make the shoes.

In another of the school buildings imagine class rooms, like the class rooms of familiar school buildings, also a library and study and recreation rooms. Provide the class rooms with the best textbooks of the shoe industry that are to be had, gather into the library as many books relating to the shoe industry and to general industrial subjects, both technical and historical, adorn the walls with diagrams of machines and shoes, and with pictures of men who have made great inventions, or who have developed famous enterprises in the shoe industry.

Put these buildings in charge, not of practical shoemakers, but of men of technical training, and of sound experience in industry. Select these men from among graduates of the Massachusetts Institute of Technology or institutions of similar character, men who have served with some concern noted for able methods and who are members of the American Society of Mechanical Engineers, or similar organizations.

So, by imagining the school buildings, the equipment and the administration and instruction staff, one will get some idea of what a shoe trade school in Lynn similar to the Textile school in Lowell, would be like.

Entrance Requirements

As for the students at this school they would come from far and near. Perhaps they would number hundreds for there is among young men a great desire for technical knowledge of the shoe manufacturing industry. It would be necessary to sort out these young men, so that the most worthy and most promising might be first chosen to enjoy the advantages of the school.

It is likely that all candidates for admission to the school would have to pass an examination, just as do candidates for admission to technical schools and colleges. If the entrance requirements of this imaginary Lynn school were like the requirements of the Lowell school, candidates for admission would have to pass examinations in English, American history and plane geometry, algebra. If the candidates for admission to the Lowell school wish to take a four years course, they may be required to pass examinations in solid geometry, trigonometry, and German or French, in addition to the first named subjects.

Mainly, only capable and well trained hands would be admitted to the school. It takes a pretty substantial boy, with good sound head, to struggle through an examination in geometry, to say nothing of German. There would be, by the way, opportunity for young women to enter this school.

The course of instruction in this imaginary shoe trade school in Lynn would be two, three or four years. The length would depend upon the amount of knowledge the student wished to absorb. All the regular lessons would be in the day time, of course. In the evening there would be special lessons for young men who worked in the factories by day.

Courses of Instruction The young men who would be graduated from this school would not be shoemakers, as shoemakers are known

today. They would be a new type of shoemakers, with a knowledge of the technology of shoemaking greater than is possessed by any person of today with the exception of a few men who have built up the noted enterprises of the trade.

The most thoroughly trained of these graduates each would know how to make a pair of shoes by hand or by machine, how to make lasts, patterns, inks, stains and blackings, how to set up machines, how to measure the speed of machines, how to arrange machinery in a factory, how to plan a factory, how to develop a factory system, how to test leather, how to buy leather, how to sort leather, how to keep books, how to employ shoemakers, and a few other things which have a part in the shoe manufacturing industry.

To know how to do all these things looks a vast amount for one man to know. But a corresponding knowledge is expected of graduates from the Lowell school. No young man is allowed to graduate from that school without first showing that he has a complete knowledge of his trade. To prove it he must go to Boston, buy in the market enough wool for a suit of clothes and ship it to the Lowell school, where he washes it, scours it, spins it into yarn, weaves the yarn into cloth, dyes and finishes the cloth and then has it made into a suit of clothes.

The graduates of the Lowell school do not go into mills as workmen, but as superintendents, or engineers, or chemists or designers. A few take special positions, like those of cost accountants or investigators for the government. A few others become salesmen.

These graduates do not crowd out experienced men, but fill new positions. For instance, one graduate took charge of a woolen mill that was slowly running down, was losing money and was paying very poor wages. He brought its mechanical equipment up to standard, got out a new line of goods,

stirred new enthusiasm among the mill workers, and turned the mill from a losing to a paying proposition. He increased the wage of the mill workers, too.

Textile Leaders

The Lowell textile school was established about a dozen years ago. Time has proved it a valuable institution. It was established by the state and by textile manufacturers jointly. Some textile men have given to it liberally of both their time and money. It was primarily established for the purpose of training young men in the technology of the industry. A secondary consideration was the building up of the textile industries of Massachusetts through the leadership of the trained graduates of the school, so that these Massachusetts industries would hold their own against the new competition of the southern mills and the old competition of European mills. There are similar reasons for establishing a shoe trade school.

To train young men to be leaders is a national policy. West Pointers are trained to lead in the army. One of them built the Panama canal. The textile and the electrical and a few other industries have recognized the principle of training young men to be leaders. But the shoe trade, though it is the chief industry of the commonwealth, and is reputed the industry employing the wisest men, has yet to secure to itself the advantage of a technical school for the training of leaders.


WILLIAMS' KIDNEY PILLS

Have you overworked your nervous system and caused trouble with your kidneys and bladder? Have you pain in the side, back and bladder? Have you a flabby appearance of the face, and under the eyes? If so, Williams' Kidney Pills will cure you. For sale by all druggists. Price 50c.

WILLIAMS MFG. CO., Props., Cleveland, Ohio

For sale by Fells & Burkinshaw

See the Demonstration OF MOP WRINGERS



This mop complete, with slasher mop waste, copper faced cast iron fixture and four foot hardwood handle, 27c

There is no greater abuse to the hands than putting them in dirty hot water to wring a mop and so force the dirt and filth into the pores. This treatment makes ROUGH, GRIMY and RED HANDS and constant wringing of the mop causes misplaced joints.

Mrs. Smith, our demonstrator, will show you how to use our mop wringers and save your hands.

Reliance Mop Wringers \$1.25, \$1.50
Vanco Mop Wringers.....\$1.75

Free City Motor Delivery
C. B. COBURN CO.
63 MARKET STREET

Ten quart galvanized pails, of light, heavy and extra heavy galvanized iron, have built handles and riveted steel ears.
14c, 19c, 26c

STORE CLOSED ALTERATION SALE STORE CLOSED

WILL START THURSDAY MORNING AT 9 O'CLOCK

Our store was closed yesterday and remains closed, and on Thursday, May 7th, at 9 o'clock a. m., we are going to open our store, with the biggest bargains in clothing that Lowell people have yet seen or heard of. Stop and consider that it is in the very middle of the season, when all other stores have their goods at regular percentage profits, and we find ourselves obliged to mark down our entire stock of Men's and Young Men's Suits, Children's Clothing and Hats. Our stock is overcrowding the store and we must have room for the carpenters who will get to work on the 13th of May, to make alterations that will enable us to put in a line of furnishings. They must have room to make and install shelves and sundry other work, and we must sacrifice part of our big stock to give them room to work. So there's your opportunity. We have explained, you must take advantage of our unlucky situation. Remember, this money saving sale of clothing will last only ten days.

IN OUR MEN'S SUIT DEPARTMENT

Men's \$8.00 and \$10.00 Suits in the newest patterns and models. All sizes, while they last **\$4.65**

Men's Suits worth \$12.00 and \$15.00, all sizes. Handsome patterns in the newest cuts and models. Patch or plain pockets, English short and snug fitting coats or plain coats, 2 or 3 buttons. Pencil stripes, pepper and salt mixtures, grays, blues, blacks; all hand-tailored..... **\$7.35**

Men's \$16.00 and \$18.00 Suit values—Every garment hand-tailored in the very newest designs of cloths including imported suitings, made up in the newest models, English or plain, conservative. Colors include blue, black, oyster, gray, fancy mixtures and fancy stripings; all sizes from 32 to 48. While they last. Sale price..... **\$9.35**

Nothing but all wool cloths, cassimeres and worsteds.

\$20.00 Suits, strictly hand-tailored in the newest models. Handsome 2 or 3 button-sack coats, single or double-breasted, patch or plain pockets. Colors: Blue, black, gray brown and others. Cloths in cassimeres and serges; every suit guaranteed all wool or your money back. **\$12.45**

Sizes run from 32 to 50 stout. While they last. Sale price.....

\$22.00 Suits. No matter how critical you may be, there is a suit in this lot you will like, all styles are included, and patterns such as fancy stripings, single or double-breasted sack coats, blue serges, unfinished worsteds, cassimeres or Scotch tweed; strictly hand-tailored; sizes from 32 to 50 stout. Sale price..... **\$13.85**

\$25.00 Suits. Very rich patterns in Scotch woolsens and pure worsteds. Strictly hand-tailored in the newest models, patterns such as pencil stripes, fine fancy mixtures, blues, grays and browns. Every garment guaranteed above value. Sale price..... **\$16.85**

All Winter Weight Suits and Overcoats are marked down with a saving from \$6.00 to \$10.00. In this sale you will find yourself saving on your Spring Suit or Top Coat from \$5.00 to \$19.00. Take advantage of a miracle, as seldom clothing merchants have mark-downs on their stock at this time of the season.

IN OUR MEN'S TOP COAT DEPT.

\$15.00 Top Coats, silk lined to the edge, all sizes, in black and oyster gray colors. Sale price..... **\$7.95**

\$18.00 and \$20.00 Top Coats, silk lined, all sizes, strictly hand-tailored, in black or oyster gray colors. Sale price..... **\$12.85**

BG VALUES IN BALMACAN COATS

Beautiful Scotch mixtures, a ravishing stock, all wool, guaranteed water-proof. Note these prices:

\$10.00 BALMACANS AT..... **\$7.45**
\$15.00 BALMACANS AT..... **\$8.65**
\$20.00 BALMACANS AT..... **\$11.65**

PANT DEPARTMENT

We have a full line of pants which just arrived at prices that will surprise you.

\$1.50 Pants. Sale price..... **79c**
\$3.50 Pants. Sale price..... **\$1.79**
\$4.50 and \$5.00 Pants. Sale price..... **\$2.98**
\$2.50 Pants. Sale price..... **\$1.19**
\$4.00 Pants. Sale price..... **\$2.39**
\$5.50 and \$6.00 Pants. Sale price..... **\$3.45**

You will find sizes from 32 waist to 52 waist in this assortment.

MOTHERS

Boys' 25c and 50c Knee Pants..... **11c**
Boys' 75c and \$1.00 Knee Pants. All colors. Full peg shape. Sale price..... **37c**

CHILDREN'S DEPARTMENT

A big line of Boys' Suits to be sold regardless of cost. Sizes run from 8 to 17.

Boys' \$2.50 Suits. Sale price..... **\$1.79**
Boys' \$4.00 Suits. Sale price..... **\$2.49**
Boys' \$5.00 Suits. Sale price..... **\$3.98**
Boys' \$3.50 Suits. Sale price..... **\$1.98**
Boys' \$4.50 Suits. Sale price..... **\$2.98**
Boys' \$6.00 and \$6.50 Suits. Sale price..... **\$4.98**

Our line of Juvenile Clothing is very strong. You will find here the best at lowest price. The sizes run 2 1/2 years old to 9 years old. The prices are:

\$2.50 Suits. Sale price..... **\$1.79**
\$4.00 Suits. Sale price..... **\$2.49**
\$3.00 Suits. Sale price..... **\$1.98**
\$5.00 Suits. Sale price..... **\$3.98**
Velvets and Blue Serges and also a few Blouse Waist Suits. The \$6.00 kind. Sale price..... **\$4.98**

HAT DEPARTMENT

We are showing a full line of NEW SPRING HATS. Every style is this spring's newest and latest.

Men's \$1.50 and \$2.00 Stiff Hats. Sale price..... **\$1.19**
Men's \$2.50 and \$3.00 Stiff Hats. Sale price..... **\$1.79**
Men's \$3.00 Balmacaan Hats. Special for this sale..... **\$1.79**

Men's Soft Hats, in all colors; these are Hats that generally sell at \$1.50 and \$2.00. They come in blue, green, brown, light color and black. Sale price..... **\$1.19**

Men's Soft Hats. The \$2.50 and \$3.00 kind. Sale price..... **\$1.79**

The colors are seal, blue, green, tan, pearl, brown, mauve, myrtle and rock.

We are showing Straw Hats in advance to give you the advantage of getting one at reduced price during the big sale.

\$1.50 Straw Hats. Sale price..... **79c**
\$2.00 Straw Hats. Sale price..... **\$1.19**
\$2.50 Straw Hats. Sale price..... **\$1.79**

RAINCOAT DEPARTMENT

Men's Balmacaan Rain-proof Coats, worth \$15.00. Sale price..... **\$8.65**

Men's Balmacaan \$20.00 Coats. Sale price..... **\$11.65**

Remember that this coat is all the go and will be good also next year.

REMEMBER THIS SALE IS FOR TEN DAYS ONLY

This stock contains nothing but the newest goods just arrived this season for the Spring trade. Every garment is clearly marked. Step in and look it over. Plenty of salesmen at your service.

Sale Begins Thursday, May 7, at 9 A. M.

ON WOMAN SUFFRAGE SEC. GREY WILL KEEP OUT

DEBATE IN HOUSE OF LORDS—
LIMITED FRANCHISE BILL AT-
TACKED AND DEFENDED

LONDON, May 6.—Women's suffrage was the subject of a long discussion in the house of lords yesterday, when the Earl of Selborne moved a second reading of a bill giving the parliamentary franchise to those women already possessing votes at local government elections.

He said it was estimated roughly that 1,000,000 women in the British Isles would benefit by the passage of the bill. He asserted that the vast majority of women were opposed to militancy.

He expressed his belief that the idea that men and women voters would divide on sex lines was a delusion and gave it as his opinion that the demand for votes made by women who paid taxes was founded on justice.

Earl Curzon of Kedleston moved the rejection of the bill, not merely, he said, because it would introduce a great social revolution, but because it would be injurious to the interests of women.

Such a measure, he argued, would have an unfortunate and mischievous effect upon the relations of the sexes and would weaken the prestige and influence of Great Britain throughout the world. He declared that of the 1,000 women voters on the registers in London, only 50 per cent had voted at the last local municipal elections, while in the country only 25 per cent of the women entitled to vote had cast their ballots.

He asserted that an inevitable corollary of giving the vote to women was the grant to them of the right to sit in parliament. Militancy, he argued, was not confined to a small, ill-balanced minority, but was the work of a great organization. He concluded with the statement that the majority of women did not want the vote and lacked the quality and the temperament to exercise political power.

Baron Newton argued that militancy was woman's blind revenge upon society for the manner in which she had been treated by the liberal party. Viscount Jaldane said the country was approaching the time when it would have to deal with class problems in which the cooperation of women had become vital. The questions of the birth and death rates were part of these problems. Much of the work of attention to social problems had been brought about, he concluded, because women had no direct means of exercising political power.

The debate was adjourned.

If you want help at home or in your business, try The Sun "Want" column.

REFUSES TO ASK U. S. GOVERN-
MENT TO ABANDON ITS POSITION
AGAINST HUERTA IN MEXICO

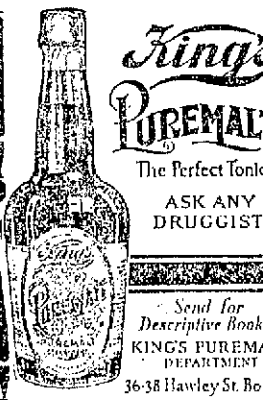
LONDON, May 6.—Foreign Secretary Grey was invited by Sir John David Hicks, unionist, in the house of commons yesterday afternoon to ask the American government "to abandon its position that the removal of General Huerta is of greater moment than the restoration of peace and the protection of life and industry in Mexico."

The foreign secretary declined, declaring that in view of the fact that mediation had been undertaken by Argentina, Brazil and Chile, it could serve no useful purpose for the British government to make separate proposals on its own account to either Washington or Mexico City.

The federal governor of Tampico, the secretary continued, had given assurances that the employees of the companies operating oil wells in that district might return, while Huerta had promised to issue orders permitting all nationalities to return and resume work, saying at the same time that he would do his best to prevent fighting in the oil district.

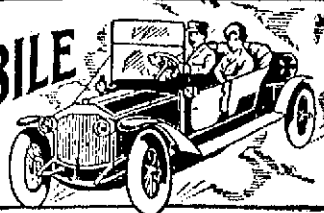
Before Baby Comes and After—

Mothers find a wonderful comfort of strength in this wholesome body and nerve builder.



36-38 Hawley St. Boston

AUTOMOBILE NEWS



AUTO SURVEY IN LOWELL

Retrospective Shows Wonderful Advancement of Industry—
Some of the Prominent Dealers

To find out definitely and exhaustively how great an influence the automobile has been in Lowell would entail much labor for the automobile has made its impression; but we can briefly look back and sum up things in a general way. In our retrospection we should go back to the time when the automobile wasn't up to the present day.

Most of us can remember, and it is not long ago, when some sort of a device that went a little way and stopped with a wheezing, gasping cough was at large on our city streets. The manufacturer considered it an automobile, at least he called it that when he showed it to the customer, who had to be a brave man to stand the jokes and gaffs of the facetious yet interested bystanders who offered plenty of verbal aid when his "automobile" stopped short as if in a faint. They didn't need the raucous blast of a horn then to warn the people of the rushing approach of the smoke breathing monster. Since the improvement of the auto, contrary to the confident predictions of ever present, ever prophesying skeptics, the need of a horn became evident.

First Auto Garage
Back in those days when the pronunciation of the word "garage" was

disputed, there existed one man in Lowell who had a little foresight and a large amount of nerve. He started a garage up in Appleton street. That is not a great many years ago, either. Such was the state of automobile affairs a few years ago.

What does a glance over Lowell show today? Lowell can boast of 13 or more modern, up-to-date garages, where car owners can go with a conviction that they will receive service second to none in this country. There are at least 20 automobile agents who have all done very well in this line of business. The 12,000 auto owners will substantiate this statement. The flame of the popularity of automobiles is not a fitful spark, glowing only for the moment and then to die. Indications show that this flame is growing brighter, fanned by the enthusiasm of those who are already pleased car owners and by the demands of prospective buyers. Since automobiles are so demanded why should we not have an automobile that is "Lowell made"? Surely there is something in that trade mark and when the time comes when we have a Lowell made car the manufacturer may be sure that he will receive the hearty support of all those loyal citizens who are over willing and ready to boost Lowell and Lowell made goods.

Some of Our Auto Men
It seemed fitting to the writer to say something in a retrospective way about some of the dealers and auto men individually since some space has been given above to a general survey of the automobile industry in Lowell. This will appear below:

Anderson's Tire Shop
One of Lowell's most up-to-date repair shops and supply houses is Anderson's Tire Shop, 135 Paige street, where is followed the motto: "A satisfied customer is our ambition." To attain customer always a friend. To attain the reputation of this ambition Mr. Anderson invites any automobile owner who is having any kind of trouble with his machine to drop in and chat with him, and discuss the difficulty. He will diagnose the case and prescribe the remedy and give you an amount of invaluable advice free of charge. Anderson's Tire Shop is a method which he himself has invented, of repairing and vulcanizing and he says that by this method he can prolong the life of a tire that otherwise would be considered ready for the discard. Anderson's Tire Shop always has an up-to-the-minute supply of goods as their truck goes to Boston for them four times a week. Mr. Anderson will be pleased to make your adjustments for you.

Lowell Motor Mart
The Lowell Motor Mart, cor. Merrimack and Tilden streets, is a striking example of the progress the automobile has made in Lowell. S. L. Rochette, the capable manager of the Lowell Motor Mart, carries the Ford car which is especially popular with those living in the towns. The demands for this car, combined with the salesmanship of Mr. Rochette, are greater than the output of the factory. From this one may get an idea of the vast amount of business transacted at the Lowell Motor Mart, the ad. of which appears on another page of this issue. The Lowell Motor Mart also carries an extensive line of supplies.

Stanley Garage
Up at 610 Middlesex street we have the Stanley garage, the proprietor of which is Tom Williston who is one of the most popular and well-liked garage men of this city. Mr. Williston carries two cars over the merits of which he is very enthusiastic. He says that one of the reasons why the Stanley car is having such great sales is the absence of annoying odors of gasoline, the maledorous exhaust pipe and the cranking. He also reports that the Metz car, the winner of the Glidden tour, is no slouch, but is still in the race and considering the sales of the Stanley and the Metz the two cars are nip and tuck. The winner can be decided only at the end of the season. But in the meantime Tom will be busy keeping up his stock of supplies against the hordes of automobile owners who demand the goods he carries.

Boston Auto Supply
Joe McGarry entered into the automobile business last June when there

was a well filled field around him, but this fact, which might have deterred one less courageous did not make Joe hesitate for the owner of the Boston Auto Supply house was not to be stopped by such an apparent deterrent. Joe was out for success, worked hard for it and has now earned it. The Boston Auto Supply Co. is here to stay and its young manager is endeavoring to improve it by day and thereby please his many customers. Joe is ever on the alert to get the latest improvement in his line of business. So up-to-date and earnest is Joe that it does not take one who is an authority in prophesying to predict a bright future for this good natured owner of the Boston Auto Supply Co.

Sackley Motor Car

One of the latest garages to come into existence is the Sackley Motor Car Co., 183 Merrimack street. Mr. Sackley who has been a photographer for the past ten years, seeing an opportunity to start a garage, did so and during January of this year he opened up the Sackley Motor Car Co., which now carries four very popular cars—King, Regal, Haynes and the attractive little Mercury Cyclecar.

Mr. Sackley is very busy giving demonstrations and it scarcely need be said that with him a demonstration is the preface to a sale. When the Sun auto man called on Mr. Sackley he did not have much chance to converse very long as that popular auto dealer had to hurry to give two demonstrations to prospective buyers who were anxious to get the cars.

M. S. Feindel Bus

Is 13 an unlucky number? M. S. Feindel, who is located at Davis Square doesn't think so, for during the past week he made the following deliveries. 13 in number: E. R. Paine, Chevrolet; 13 in number: Harry Kemp, Chevrolet; 13 in number: F. M. Bill, Chevrolet; 13 in number: Ernest Chippendale, Overland touring; 13 in number: Cameron Bros., Overland delivery; 13 in number: Mrs. B. Goldard, Overland touring; 13 in number: Geo. C. Moore, Jr., Overland roadster; 13 in number: A. A. Welcome, Overland touring; 13 in number: J. H. Preston, Overland touring; 13 in number: F. B. Bryant, Chevrolet touring; 13 in number: Dr. Bonavan, Chevrolet roadster; 13 in number: E. R. Paine, Chevrolet roadster. Just as we go to press we find that Mr. Feindel delivered another car, this time it was a five passenger Overland touring car to Hugh McDonald, Littleton, Mass. So we repeat the question: Is 13 an unlucky number?

Sawyer Carriage Co.

The Sawyer Carriage Co., whose advertisement appears on another page of this issue, added an automobile repair station to its original plant and



A LEADER OF TIRES
Guaranteed 6000 MILES

Just try some of these tires and be convinced that this is the tire for you. Adjustments made by Anderson's Tire Shop. Also agent for Goodyear tires, the most popular tire on the market at present day. Klaxon horns, Prestolite tanks, plug cells, Weed chains, electric light bulbs, all sizes in fact, all up-to-date auto accessories carried in stock.

ANDERSON'S TIRE SHOP
135 PAIGE STREET
The best free air system in Lowell.

Continued to Page 11

this addition surpassed the most sanguine hopes of the company. So great was their automobile repair business that Mr. Chandler, the amiable manager of the Sawyer Carriage Co., deemed it necessary to enlarge his working staff; accordingly he recently increased his force of painters to one dozen. Not long ago Mr. Chandler secured the services of Messrs. Goyette and Taylor, both men of wide experience and possessed of an unlimited knowledge of automobile repairing and overhauling. Together with the work of the Sawyer Carriage Co., goes the knowledge that the job is well done and that the workmanship is of the best.

Geo. H. Bachelder
Among Lowell's motor cycle dealers there is no name which is better known

than that of Geo. H. Bachelder, Post Office square, whose ad. appears on the auto page section. Mr. Bachelder has been in this business longer than any other Lowell dealer. He started in way back in 1893, selling bicycles. His office, repair station and stock room was a barn. Soon he graduated from this place and after leading in various places with various success he is now firmly established at Post Office square at which place he has been for the past 10 years. The name of Bachelder is the connecting link between the bicycle craze around 1902 and the removal of bicycles after the slump of 1907. Mr. Bachelder is an exemplification of the "survival of the fittest." Eleven years ago Mr. Bachelder began to sell

TELEPHONE 1809

UNION SHEET METAL CO.
LARGE & MCLEAN

Expert Mechanics

CORNICE, SKYLIGHT, METAL ROOFING
VENTILATION AND BLOWER PIPE WORK

Furnace, Especially School Work. All kinds of Sheet Metal Work and Jobbing

LEAD BURNING METAL CEILINGS
Automobile Metal Work a Specialty

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.

With the following specifications:
35 h. p. motor, 114 in. wheel base, top, wind shield, speedometer, Gray & Davis electric lighter, 33x4 in. tires, in fact fully equipped, either roadster or touring. A good family car at the price of

\$950 or \$1075

With Gray & Davis electric starter, P. O. B. factory.

M. S. Feindel

557 GORHAM ST.
Phone 2188

SACKLEY MOTOR CO.

Tel. 2167-R 483 Merrimack Street.
KING, HAYNES, REGAL AND MERCURY CARS

Harley-Davidson
1914 Model

You can buy this outfit for \$150 down and \$5.00 weekly. If you want a demonstration phone, call or write

JOS. PARMENTIER

Agent for the Harley-Davidson Motor Cycle, the road champion. Harley and Yale parts on hand.

TELEPHONE 1988-W 441 MOODY ST.

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.

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KLAXON
"The Public Safety Signal"

STOP

Were you one of the many who were stopped for not sounding your horn Saturday. You know the old saying: "Don't lock the stable after the horse has been stolen."

The real horn to buy is the Klaxon from \$10 to \$35. We have a complete stock.

GASOLINE

PITTS

HURD ST.
TELEPHONE 52W, 52R

Chevrolet Roadster

A STYLISH, SNAPPY CAR

Have it demonstrated to you on a hill.

Everybody is—is what? surprised.

PRICE **\$750**

F. O. B. Factory

M. S. FEINDEL

Gorham Street. Phone 2188

Willy's Utility TRUCKS

1 TO 3 TON CARRYING CAPACITY

Equipped with 36x4 1/2 inch tires; pneumatic or solid; a product of the Willy's Overland Co. Price

\$1500.00

F. O. B. FACTORY

Call for demonstration.

M. S. FEINDEL

Gorham St. Phone 2188

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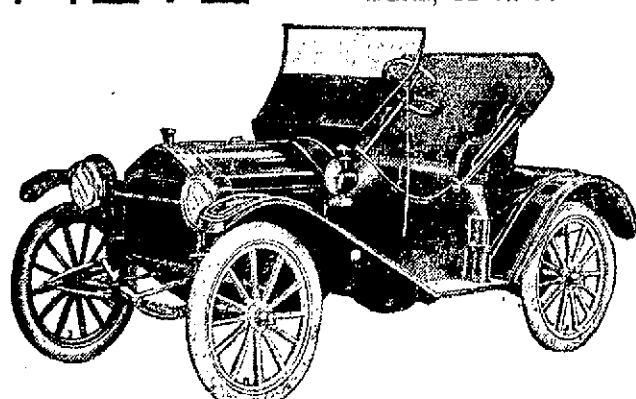
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337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.

STANLEY THE PERFECT CAR
METZ ROADSTER, FOUR CYLINDERS, 22 H. P.

\$475—The Economy Car—\$475

Tires at Reasonable Prices. Supplies of All Kinds at

STANLEY GARAGE

Telephone 2915-W 610 Middlesex Street.
THOMAS L. WILLISTON, Prop.

KEEP AWAY FROM

The Boston Auto Supply Co.

If you are NOT looking for A No. 1 goods at lowest prices. If you ARE then for Vulcanizing, Tires, Oils, Auto Lamps and accessories of all kinds, call on

JOE. McGARRY, Mgr.

Tel. 3605 Open Evenings 96 Bridge St.

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.

AUTOMOBILE NEWS

Continued

motor cycles and has carried the Indian machine continuously since that time, for he found out what the people wanted. This friendly salesman deserves no small amount of credit for the tenacious way in which he continued in business when the market fell five or six years ago, driving out of business the less courageous dealers.

Mark McCann

Mark McCann is one of Lowell's younger dealers in the motor cycle line but from this statement one could not judge the size of his trade. The popularity of this Gorham street salesman combined with the reliable makes of the machines he carries is the direct cause of the sweeping business which he is doing. He carries two well known brands, the Excelsior and the Thor, the latter in the road machine ever made. Recently the local police who tried out two motor cycles placed the mark of their approval on the Excelsior by ordering another of that make from Mr. McCann.

Joe Parmenter

The other prominent motor cycle dealer is Joe Parmenter up on Moody street and he also belongs in the younger set of dealers who have made good. Joe carries the Harley-Davidson motor cycle, which in the road machine ever made. Recently the local police who tried out two motor cycles placed the mark of their approval on the Excelsior by ordering another of that make from Mr. McCann.

Lowell Buick Co.

The Lowell Buick Co. in Appleton street grew out of the first garage in Lowell. It is now one of the largest

and best equipped in the city and their beautiful and well adorned salesrooms are second to none in this part of the country. It was in 1909 that the enlargement took place and each year they became more crowded for room; this shows their continual increase of business. The Lowell Buick Co. first began to sell the popular Buick car in 1906 and they have had the agency ever since that time and have disposed of numerous machines of the Buick make. The Lowell Buick Co. does not confine its activities to the city and neighborhood alone, not even to the boundaries of this state. They make many sales to buyers living in other states and they do not consider all New England too big a territory for their salesmen who have made automobile owners out of people residing in the other New England states.

Pitts Auto Supply

Practically the first man to start an auto supply shop in this city was Harry Pitts. For four years or more he has been giving faithful service to auto owners and each year his efforts have been crowned with success; each year better than the former showing a doubled business with the exception of last year, when his business was trebled. Usually Harry had to take on a new man each June, but this year it was imperative to secure another man early as April. Some credit of Pitts' success must be attributed to Jimmie Boland, who joined the staff three years ago. As an example of Pitts' salesmanship we have but to note the mighty sales he has made on Patterson tires. So great were they that they nearly knocked over the manufacturer. Each year sees new improvements at Pitts'. Harry is on the jump with the Klaxon horns for which he is having big sales. Pitts believes it pays to advertise when he looks over his business at the end of each year.

The Klaxon Horn

It looks as if the Klaxon horn is going to be the big seller judging from the frequent demands of auto owners who have heard its voice and have responded to its call. This popular de-

AUTOMOBILE GOGGLES CAMERAS and SUPPLIES OPTICAL GOODS EYES EXAMINED

J. A. McEVOY

Telephone 232 Merrimack Street, Lowell, Mass.

vice comes in four styles, the "Band Klaxon," which is worked by hand having no wiring, or battery connection; the Klaxet, Klaxonet and the Klaxon are motor driven horns. The Klaxon is the father horn of the other three. These last three named are sounded by a motor which drives a socket gear, which sets the diaphragm in vibration, thus producing that loud warning sound for which the Klaxon is noted.

AUTO ON THE ICE

Actor Converts His Car Into Combined Aero- plane Iceboat

Automobiles have been put to many unusual uses in everyday business life and in "the pursuit of happiness," but it has remained for Richard G. Travers, a well-known moving picture actor, to provide the unique motor car pleasure vehicle. Mr. Travers created a great deal of excitement during the recent cold spell in Chicago with his Overland car, which he had redesigned and reconstructed until it was a sort of combined aeroplane-iceboat.

Having lived many years within the Arctic circle, Mr. Travers naturally turned to cold weather sports while in the western metropolis. The long stretches of ice on Lake Michigan attracted him, and after much study of his motor car and mechanical contrivances for cross-country travel, he conceived what he christened the "Overland iceboat." The wheels had been removed from the car and their places taken by a pair of specially constructed skis. A special train of gears connected the drive shaft to an aeroplane propeller mounted above the rear seat. When the engine was started this propeller was turned at great speed and the reconstructed car was driven across the ice faster than it had ever been run on land. Mr. Travers entertained many of his friends with dashes up and down the lake shore, and the strange-looking "Overland iceboat" became the most popular vehicle in Chicago.

VALUABLE ADVICE TO THE RUPTURED

A physician has written a little book about rupture that is worth reading. It is free to all who are ruptured. It tells what rupture is, explains the different kinds of rupture, the dangers of operations, why trusses are uncomfortable and dangerous. It gives information about the "fakers" that advertise "rupture cures" and work upon the fears of people; and it gives information of interest to the ruptured. Write or call for it. B. Weiss, 223 West 34th st., N. Y.

THE U. S. BUNTING CLUB

PREPARING BIG SPORTING EVENTS FOR MEMORIAL DAY—DUFFY COMING

The board of directors of the Bunting club will hold its regular monthly meeting at the well appointed club house in Circuit avenue, South Lowell, this evening and the members have invited the athletic committee to meet with them and discuss matters pertaining to the athletic meet which is scheduled for Memorial day. Supper will be served in the banquet hall at 7:30 o'clock.

The athletic committee is anxiously awaiting the signed agreement of Duffy, the Canadian champion, who won the B. A. marathon race on Patriots day. The contract is expected at any moment as Duffy has verbally agreed to come to Lowell and take part in a ten-mile race against local runners. Owing to the delay on the part of Duffy's manager, the athletic committee has not finally agreed just yet, but the star attraction will be Lester, who has been received from professional runners such as Quail and Wood, who are both willing to come to this city on that day. The opinion of the committee is that Duffy is an amateur would attract a larger crowd than any of the professionals, and as the meet will be sanctioned by the American Athletic union, they do not wish to run any professional event in connection with it. If Duffy fails to come to Lowell, it is possible that one of the professional runners will be engaged, but this event will then have to be run after all the amateur games have been decided and new officials would have charge of the race.

It is expected that something definite will be known this week as the time is drawing near and runners are calling for entry blanks. There is considerable talk of running a special five-mile relay race if Duffy cannot be induced to come and it is understood that teams from all parts of the state are anxious to show their speed and compete on the Bunting club track on Memorial day.

The list of sports already decided upon is a hurdle race, one-mile relay race, each race, one hundred yards race, one mile handicap and the marathon race. The Bunting club will be successful in reviving amateur events and athletics, or not, its members should receive the support of all who are interested in clean sport in this city. The members of this organization are making every effort to place Lowell again on the map and they invite all who desire to see this accomplished to co-operate with them in this work. Their clunder track is all that can be desired: five laps to the mile, sixteen feet wide and in good condition.

For the past week every evening young men have been taking advantage of the invitation which the Bunting club has extended to all athletes, the use of the clunder track and athletic field. The shower baths and dressing rooms are placed at the disposal of all who wish to go to the grounds and train for the coming athletic events. An important meeting of quota players will be held at the Bunting club next Saturday afternoon to which all quota players in the city are invited. All who intend to enter the tournament must send in their names on that day as the schedule will be arranged and the tournament will start at once. The club will furnish suitable prizes which will be well worth competing for and it will also furnish the standard quots and a splendid place for the game near the clubhouse. The marathon race from Lawrence to Lowell is causing widespread attention from all parts of New England. The handsome silver cups which will be awarded the winners are on exhibition at Wood's jewelry store in Central street. It is expected there will be over forty entries in the race and runners will come from all parts of New England.

The new grounds are rapidly being put into shape and everything will be in readiness to accommodate the crowd on Memorial day. A new fence has already been built on the west side of the grounds and work has been started on the bleachers. The clubhouse has been partly surrounded by a picket fence which will ensure more privacy for the members and their guests.

The club intends to pay more attention to soccer football this year, for the game is fast becoming more popular and is drawing large crowds in all the New England cities. The Bunting management intends to have a first class team next year and the boys started to get into touch with new players. A change in the team is necessary and accordingly the team will be reorganized. John Mahan has been the manager for the past two years, but it is doubtful if he can be induced to hold on to that position this year. Rowbottom, one of the best players of the club ever had, has been spoken of as the most likely man for manager next season and under his direction the team should be successful against all comers.

THE JUDGE AS REFEREE

BOSTON, May 6.—A regulation five-round bout between himself and a police officer, to take place in the middle of Malden square, is the sporting

SPECIAL NOTICES

PLAIN DRESSMAKING, ALTERATIONS, children's work. Mrs. Bym, 24 B. St. Phone 1533-J.

MADAM CORY, CARD READING. Past, present and future, 100 and 250. 50 Branch st., lower hall.

SHINGLES PUT UP AT \$2.00 PER 1000. I supply the shingles. Work guaranteed. Ten years' experience. Paul Menard, 49 Roper st.

EXCELLENT PASTURAGE FOR horses and colts, in Hudson, N. H. Apply to S. A. Greeley, Nashua, N. H. Tel. 558-12.

CERTIFIED TEACHER WILL GIVE private lessons in mathematics and all branches of the English language. Special instructions given to civil service students. Miss K. L. Cavanaugh, 129 Lowell st.

ORGANIZERS WANTED TO SOLICIT members and organize lodges. Order of Owls, 50, Bend, Ind.

E. SAVAGE, PAPER HANGER and decorator, with the United Wall Paper Store on Prescott st. All orders promptly attended to. Tel. 451-1.

HORSE CLIPPING BY POWER while you wait, \$2.00; horses called for free. M. T. Senecal, 322 Middlesex st. Telephone 2868.

PIANOS and ORGANS TUNED and repaired. Tuning \$1. J. Korpaw, 124 Cumberland road. Tel. 441-2.

LIQUOR CO. CHIMNEY EXPERTS—Chimneys swept and repaired. Residence 1125 Bridge st. Tel. 945-W.

THE SUN IN BOSTON—THE SUN is on sale every day at both news stands on the Union station in Boston. Don't forget this when taking your train for Lowell.

TO LET

SMALL THREE-ROOM TENEMENT to let at 123 and 125, two minutes' walk to right party. Inquire on premises.

TWO PLEASANT FRONT ROOMS to let. Inquire 179 Middlesex st.

VERY PLEASANT 5-ROOM FLAT to let; gas, toilet and shower, same floor; price \$22.50 per week. No. 55 Fulton st., Centralville; handy to Merrimack st. Apply 276 Westford st.

SIX-ROOM COTTAGE TO LET, 41 Exeter st.; one minute's walk to Hovey st. and Lakeview car line; in good repair. Inquire 179 Middlesex st.

HOUSE OF 8 ROOMS TO LET; large yard, at 151 Westworth ave. Inquire J. A. Weinbeck, 16 Market st., or 151 Westworth ave.

SUMMER CAMP WITH THREE rooms and small garden, to let; \$2.00 a week. Address: Mrs. C. Carr, Box 20, Keenwood, Dracut.

TWO GOOD OFFICES IN THE HARRINGTON building, 52 Central st., to let at a very low rental. If desired will be rented for rooming purposes. Apply to J. J. Harrington, Building Manager, 901 Sun building.

ROOMS TO LET WITH BOARD at Commercial House, 53 Lee st., next to New York Clock & Suit store; electric light, steam heat; all modern conveniences.

A LARGE OFFICE, 24 BY 13 FEET on the second floor of the Harrington building, 52 Central st., good light and ventilation, for rent. Will be particularly desirable for a law office and will be rented or leased at a very reasonable rate. Apply to J. J. Harrington, Building Manager, 901 Sun building.

DOUBLE HOUSE TO LET ON Mt. Washington st. Each tenement has 9 rooms, including large bath and pantry. Good plumbing up and down stairs; set wash tubs and water closets; large yard, fruit and back; rent reasonable. Inquire J. P. Curley, 15 Varney st.

TENEMENT OF FIVE ROOMS TO let; good location; 238 Chelmsford st. Apply 151 Howard st.

BAKERY and TENEMENTS TO let, 183 Merrimack st., and cor. of Fayette st. Apply 25 Adams st.

FURNISHED OR UNFURNISHED beautiful home of nine rooms, to let in the Highlands. Address K 61, Sun Office.

FURNISHED OR UNFURNISHED rooms to let in the Highlands. Address 133 Sun Office.

FIVE-ROOM TENEMENT TO LET with bath and pantry, also hot and cold water at 42 Barclay st. Apply Schutz Furniture Co., 316 Middlesex st.

10-ROOM HOUSE TO LET ON ELEVANT st. \$25 month. Inquire 88 Eleventh st. Tel. 308.

NEWLY PAPERED and PAINTED four room tenements, to let on North st.; rent very reasonable. Apply to Mr. Quinn at store, 34 North st.

TWO FIVE-ROOM TENEMENTS to let at 66 and 68 Chambers st.; rent reasonable. Apply to Mr. O'Connell, 74 Chambers st.

5 OR 6 ROOM FLAT TO LET, NEAR station; bath, hot water, set tubs, \$12. 67 School st. Tel. 2771-R.

ROOM SUITABLE FOR BARBER shop or business office, to let; on second floor of the Harrington building, 52 Central st.

HOUSE OF 8 ROOMS TO LET; large yard, at 151 Westworth ave. Inquire J. A. Weinbeck, 16 Market st., or 151 Westworth ave.

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ROOM SUITABLE FOR BARBER shop or business office, to let; on second floor of the Harrington building, 52 Central st.

LOGGING HOUSE TO LET

Centrally Located
AT 312 MARKET ST.

Inquire at 310 Market St.

Storage For Furniture
Separate room \$1 per month for regular two-horse load. Pianos 50c. The dryest and cleanest place for storage in Lowell. Tel. 451-1. Connection. O. F. Prouty, 556 Bridge st.

Two Good Offices

In the HARRINGTON BUILDING, 52 Central St., to let at a very low rental. If desired will be rented for rooming purposes. Apply to D. J. Harrington, Building Manager, 901 Sun Building.

event for which James Meehan of that city yesterday asked a permit from the authorities.

Judge Bruce of the Malden district court is used to the unusual, but even he was a trifle startled when he got a letter from Meehan asking him to act as referee of the affair.

According to the judge and the police, Meehan has on a number of occasions had personal occasion to study the judicial abilities of Judge Bruce, and though he has got the worst of it several times before the distinguished referee on the bench, he has been so impressed by his firmness as to be willing to trust him to referee a street fight.

Meehan created another shock when he invited Mayor Shumaker to act as second in the bout. He was perfectly

REAL ESTATE FOR SALE

HOUSE LOT FOR SALE ON LAWYER road, in Kenwood. Apply J. C. Santos, 6 Molloy's court.

TWO LOTS OF LAND TO SELL IN Pawtucketville, cor. Endicott and Drutout sts., and Fifth ave. Inquire 468 Cottage st., Mr. Jos. Laplante.

COTTAGE OF SEVEN ROOMS FOR sale, 12 Cedar st.; three minutes' walk to St. Peter's church; price cut to \$1400.00. Gorham st. cottage of six rooms, \$1800.00. Near Liberty and Chelmsford sts., and 14 to 16, Inquire 12 Madison st., between 6 and 9 p. m.

HOUSE FOR SALE—COTTAGE 8 rooms; steam heat, bath, hot water, set tubs, cemented cellar; 4351 sq. ft. land. Call 236 White st.

REAL ESTATE FOR SALE ON ALL streets in Centralville, the best part of the city to buy a home. If buying or selling, it will be to your interest to see me. Vance, 48 Third st.

NEAR PARKER AVE., DRACUT near cars, 7-room cottage, barn, 10,000 sq. ft. lot, two tenements, house, garage, \$3000 to \$5000 cash. Vance, 48 Third st., Centralville.

NEAR ST. PETER'S CHURCH, COTTAGE of eight rooms, for sale; hardwood floors; steam heat; bath; open plumbing; \$2200. Inquire 12 Madison st.

SEVEN-ROOM COTTAGE WITH large lot of land for sale, at 28 Manchester st., Centralville, \$2500.00. A good chance to keep home. Call evenings or Saturday afternoons.

8-ROOM HOUSE FOR SALE ON Fletcher st., near No. common; slate roof; furnace heat; open plumbing. Inquire 405 School st. Tel. 2325.

SITUATIONS WANTED

YOUNG MAN HAVING EXPERIENCE wants position driving team; can read, write French and English; also knows the city and suburbs well. Address 827, Sun Office.

HELP WANTED

YOUNG LADY WANTED WITH EXPERIENCE in bookkeeping. Apply at once at The Winners Clothing Shop, 161 Central st.

THOUSANDS GOVERNMENT JOBS open to men and women. Big pay. Write immediately for free list. Frank Institute, Dept. 165 M, Rochester, N. Y.

WOOLEN WEAVERS WANTED: New Hampshire mill; single loom on cashmere; women or men; good pay. Address 528, Sun Office.

WOMEN WANTED TO MAKE SILK bows at home. Sent any address. Sample and instructions 100c. Marshall Co., Lisbon Falls, Me.

MAINTENANCE WANTED—NONE BUT first class workmen need apply; steady work; good salary. National Wrapping Co., N. H.

TWO SMART YOUNG LADIES wanted to collect money donated to the John McManis fund for poor children. Apply John McManis, Howe bldg.

TABLE GIRL WANTED AT THE Weston House, at once; first street above the Merrimack Square theatre.

\$100 WEEKLY PROFIT IN SPARE time at home. Mail order business; don't worry about capital. Boyd H. Brown, Omaha, Neb.

SALESMEN WANTED—EXPERIENCE unnecessary, easy work, big pay. Write for large list of openings offering big opportunities to earn \$100 to \$500 a month while you learn. Address Dept. 251 National Salesmen's Training Association, Chicago, New York, Kansas City, San Francisco.

GENTLEMAN WANTED, about 60, to work in retail store; steady job; must have some capital to invest; references. Write L13, Sun Office.

SALESMAN WANTED TO SELL jewelry, cash or credit; steady job; good salary; to right man. Address L47, Sun Office.

ALL ROUND COOK WANTED AT once; must be temperate. Write O78, Sun Office.

CANDY SALESMEN WANTED, EARN \$100 monthly, and all traveling expenses to start. No experience necessary. Solicit orders from dealers in your locality and surrounding territory for our high-grade chocolates, bon-bons and confections. Write for particulars and contract. Kase Candy Co., New York, N. Y.

WANTED

TALBOT MILLS
NORTH BILLERICA
Weavers on Woolen Goods.

MONEY TO LOAN

LOANS

Made on short notice without publicity. We give you the money so cheap that you can't afford to owe any one else and at charges that honest people can afford to pay. New Methods.

Borrow \$10.00 Pay Back \$11.50
Borrow \$15.00 Pay Back \$16.50
Borrow \$20.00 Pay Back \$22.00
Borrow \$25.00 Pay Back \$27.50
Borrow \$30.00 Pay Back \$33.00
Borrow \$40.00 Pay Back \$44.00
Borrow \$50.00 Pay Back \$55.00

LEGAL RATES OF INTEREST
Credit once established with us is as good as a bank account in time of need. No red tape or unnecessary delay. No securities required.

MERRIMACK LOAN COMPANY
Room 3, 21 Merrimack street, 17 John street. Hours: 9 a. m. to 9 p. m. Tel. connection. License No. 61.

Equitable Loan Co.
Offices 202 Hildreth Bldg., 45 Merrimack Street.
License 144, Open Evenings. Tel. 1588

unprejudiced as to whether the mayor act as second for him or for the policeman.

It seems that the police officer who Meehan wishes to fight arrested him for drunkenness a short time ago and Meehan wants a "return match."

Supplied on your plain note. You can do business here legally, honorably and confidentially with satisfaction to yourself. We cater especially to the wants of single persons and wage workers, regardless of the amount of salary.

Loans made on your promise to pay. No red tape or unnecessary delay. No securities required.

Equitable Loan Co.
Offices 202 Hildreth Bldg., 45 Merrimack Street.
License 144, Open Evenings. Tel. 1588

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Loans made on your promise to pay. No red tape or unnecessary delay. No securities required.

Equitable Loan Co.
Offices 202 Hildreth Bldg., 45 Merrimack Street.
License 144, Open Evenings. Tel. 1588

FOR SALE

SQUARE PIANO FOR SALE; GOOD condition; suitable for camp or private family; a bargain. Call or write, 66 Wilson st., North Billerica.

GOOD YOUNG HORSE FOR SALE; for ordinary labor. Apply 181 Howard st.

17-ROOM LODGING HOUSE FOR sale in the centre of the business district; rooms always full; no reasonable price refused; owner leaving city. Address L 52, Sun Office.

GARDEN LOAM, SAND AND GRAVEL. Amasa A. Brown, 75 Inland st., Lowell, Mass.

LOST AND FOUND

MILK ORDER BOOK LOST; IN Greek writing. Reward at J. J. Sullivan's, Tallor, Sun bldg.

EXVELORE LOST CONTAINING gold bracelet, set with turquoise, either from Lawrence st. car, or Merrimack sq. Reward at Feltner's, 443 Merrimack st.

BROWN IRISH TERRIER, MALE pup lost; collar with owner's name and address attached; white tag. Reward for return at 566 Gorham st.

WANTED

OLD RANGES WANTED TO BUY at once. High prices offered for the good ones. Let us know today. Sarris Bros., 311 Market st.

MISCELLANEOUS

NOTICE
Garden loam, manure, sand, gravel, crushed stone and old brick for sale. John Brady, 155 Church street, Tel. 975-W.

NOW IS THE TIME

To begin to look up your needs for the garden and farm. As I grow everything in the way of trees, shrubs and reliable seeds, call or write to

McMANMON'S
Nurseries, Dracut. Store, 6 Concord St.

We Will Paper Your Rooms for \$2.00 and Up
And furnish the wall paper. Dealer in wall paper at very lowest prices, also paperhanging, whitewashing and painting. Estimates given on large or small jobs. All work guaranteed.

MAX GOLDSTEIN
165 Chelmsford st. Tel. 2827

COUGHLIN'S SHOE REPAIRING

IS THE BEST
One Trial Will Convince
129 PAIGE STREET
Opposite Merrimack Sq. Theatre

PROP. EHRICH'S
"606"

SALVARSAN

Administered in the veins at Dr. Temple's Lowell office. NO LOSS OF TIME from business. NO PAIN. Lues, malaria, locomotor ataxia and various forms of skin diseases arising from blood poison.

This solves the problem of the centuries and ends the world of the WORST SCOURGE that the human race has known. RESULTS IMMEDIATE. Wasserman blood tests made. Also tests for malaria, all acute and chronic blood and nervous diseases of men and women, hydrocele, varicose, stricture, prostatic diseases, piles, fistula, fissures, ulcers and skin diseases. WITHOUT THE USE OF THE KNIFE. Diseases of the eye, ear, nose, throat, skin, stomach, liver, kidneys, bladder, bowels and testicles, epilepsy, and all nervous diseases.

Terris always made to suit the convenience of the patient, applying for treatment and very reasonable charges. Do not treat elsewhere until you have investigated methods and terms. Lowell office, 27 Central street, second block. Hours, Wed. 2 to 4 and 7 to 8. Sundays, 10 to 12. Consultation, Examination, Advice FREE.

LIVE CHICKENS

With Make Early Layers if Raised on the Best Chick Feed and Growing Feed.
Cover's Poultry Supply Store
155 Middle Street
Lowell, Mass. Phone 4000, 4001

GET THE LATEST FICTION

At Miss Dayon's Circulating Library, Broadway, Cor. Phillips St. Tel. 5824.

Bright, Sears & Co.
WYMAN'S EXCHANGE
Bankers and Brokers
SECOND FLOOR
E. F. GILLIGAN & CO.
Painting, Paper Hanging, Interior Decorating of all kinds. Estimates given.
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MARY J. COONEY
Public Stenographer and Typist
CENTRAL BLOCK
Room 99 Telephone
A. J. DEWEY
Painter, paperhanger. All work guaranteed. 105 LIBERTY ST. TEL. 3718

W. A. LEW
Steam dyeing and cleaning of ladies' and gents' wearing apparel. 40 years in the business. 49 JOHN STREET

FREE

Rearrange numbers in each row no total of each will be 15. To the two nearest correct answers will be given one lot free at Somerville, N. H. test closes May 17. James Realty Co. 2805 Webster ave., New York City.

9 4 3
7 5 1
6 2 8

WE GIVE YOU THE BUICK WORD FOR IT

We make claims for the Buick line, big claims, some of them too big for the average person to believe. The people who do believe are the people who have driven Buicks, are driving Buicks, and will drive Buicks. They know that the statements we make are borne out by their own every day experience.

The Buick has more power than other cars because of its overhead valve motor. It is more economical for the same reason. It burns less gasoline.

It is more durable because everything going into Buick manufacture is built in the Buick shops, enabling us to use better material at less cost than other concerns pay for goods of inferior grade.

The rigid system of inspection reduces the chance of slipshod work to a minimum. This inspection costs a million but it saves a million more.

The 1914 line is complete in appointment. The bodies are stream line, the running boards are free, the Delco system of starting, lighting and ignition is reliable and everything is left side drive and center control. There is a model for every man, from the \$950 runabout to the six cylinder, our rich man's car at a business man's price.

LOWELL'S GREATEST NEWSPAPER

THE LOWELL SUN LOWELL MASS.

LOWELL'S GREATEST NEWSPAPER

STORY OF A LIVE LOWELL NEWSPAPER

Remarkable Rise and
Steady Progress of
The Lowell Sun

In a Field Over Supplied
With Inferior Daily
and Weekly Papers

It Gives a Striking Illus-
tration of the Survival
of the Fittest

Innovations Started by
The Sun Were Appreciated by the Public

A little more than thirty-five years ago the Lowell Sun started as a weekly newspaper and its success from the beginning is a matter of local history. The reception accorded The Sun was most flattering and its growth was not only continual but, considering the limitations of journalism in those days, it might be termed almost phenomenal. The circulation of the paper increased year after year and as a consequence the plant was gradually improved from time to time to meet the requirements.

Before the weekly was three years old a second press with automatic folding attachment was installed and in those days it was considered a mechanical wonder.

The need of a daily edition of The Sun became very pressing and on September 1, 1892, the publisher of the paper, yielding to the irresistible demands of the public, launched into the daily field and The Sun's reception as a daily was such as to put all previous records of journalism in this part of the state completely in the shade.

The press room equipment of the daily proved totally inadequate to meet the demands of the public and within three months the publisher was obliged to install a stereotype web perfecting press, which although a first class machine of great capacity, soon proved too slow to keep up with the increasing circulation of the paper.

At that time there were about eight daily newspapers in Lowell. The popularity of The Sun was so pronounced that one rival after another

GAVE UP THE CONTEST and fell by the wayside with the exception of two local afternoon dailies which were consolidated into one morning newspaper, the Courier-Citizen. And still the demand for The Sun increased and the proprietor was at his wit's end to provide means of getting out the papers in sufficient numbers and at a rate of speed necessary to meet the growing popularity of The Sun. A larger press was needed, more linotypes had to be installed, but in order to do this it was necessary to remodel the building in which the newspaper was then published.

In the spring of 1902 the old building was remodeled, extra machines were installed in the composing room, a modern stereotype plant was put into operation and the basement reconstructed to receive what at that time was the largest and most rapid newspaper press in New England north of Boston.

On September, 26, 1902, The Sun started its three-deck, 24-page web perfecting press, built expressly for its use by the famous firm of R. Hoo & Co. of New York and London. This press was capable of printing 24,000 papers of from four to twelve pages per hour and 12,000 16, 20 or 24-page

papers per hour. This, we felt confident, would be plant enough to meet the demands of Lowell and its suburbs for a generation. But the city was growing. It gradually approached the 100,000 mark and then passed it. Meanwhile the facilities for obtaining and distributing the news of the world were gradually improving and every device for rapid work that came into the market was immediately adopted by The Sun until this newspaper became noted as the high speed afternoon paper of New England. In fact it has been conceded not only in this section

but in metropolitan centers that the speed records made in The Sun office for getting out extra editions after the occurrence of important events have never been beaten anywhere. All this, of course, met with public appreciation, increased sales and increased advertising patronage until The Sun earned undisputed claim to the title of "Lowell's Greatest Newspaper."

But every enterprise has a goal as every man, worthy of the name, has an ambition. The ambition of the proprietor of The Sun was that his newspaper should have a modern

home of its own and a plant that would not be surpassed in excellence and efficiency by any newspaper plant of its size in the country, and we are proud to say that this ambition has been realized.

After nearly two years of study and planning it was decided to erect a building that would be worthy of the paper and to install a plant that would put The Sun practically beyond comparison. The services of Mr. C. H. Blackall, the eminent architect of Boston, were secured and he was commissioned to draw plans and prepare

specifications for a ten-story newspaper and office building to be erected on the site of the old Sun building. And his special instructions were to make it absolutely fireproof, of imposing and artistic design, and a structure that would not only be a credit to the newspaper and its owner but would be

THE PRIDE OF THE CITY. Anyone who has seen The Sun building will agree without hesitation that Mr. Blackall has not only fulfilled his commission but has distinguished himself in producing one of the most

beautiful structures of its size in America. This may seem an exaggeration and perhaps too much to say for a building in a city the size of Lowell, but it is nevertheless a fact; and on the word of the architect and builders it may be said that there is no part of The Sun building that could be better constructed or more richly embellished within reasonable and practical limitations than is the beautiful structure in which Lowell's greatest newspaper is now at home. The old plant was removed to temporary quarters and the work of de-

molding the old structure commenced April 1, 1912. So well had things been planned that the structure was completed sufficiently to permit the occupancy of the ground floor and the entire newspaper quarters the latter part of December following. On moving to its new home The Sun promised its readers to give a detailed description of the building and the newspaper plant as early as practicable but the vast work of organizing under new conditions occupied considerable time and business conditions were not favorable for a souvenir edition until the present date.

The accompanying illustration gives a very fair idea of the beauty of the new Sun building. The construction throughout is of steel and reinforced concrete, the facing is of vitrified brick of a light cream color with granite and marble trimmings. The floors are entirely of reinforced concrete, no wood being used in any part of the building except for the casings and doors above the first story. The entire ground floor as well as the corridors on every floor are tiled. The floors of the offices are covered with linoleum cemented on a concrete base. The base boards and partitions are of terra cotta, reinforced concrete and pyrobar. The corridor bases are of marble. The main corridor is finished

IN ITALIAN MARBLES of various designs, the plaster being built of Brescia onyx marble, all richly moulded and worked out with great artistic beauty. The stairways are of steel with marble treads, the roof is laid with terra cotta tiles bedded in asphalt on reinforced concrete; all the housings on the roof are of metal and the parapet is lined throughout with heavy copper. There is practically nothing in the entire structure to burn.

Two modern high speed Otis electric elevators are installed for passenger service and to those who have had some experience with elevators in other buildings those installed in The Sun building are not only a revelation but as one critic put it, "they work as smooth as airships." The latest type of flashlight synchronizing signals from every floor add to the efficiency and utility of the elevators and the service is continuous night and day. Sundays and holidays, so that it is possible for a tenant to get to his office at any time he chooses.

The building is equipped throughout with the latest system of vacuum cleaning, no brooms or brushes for cleaning the offices being used. A night force is engaged to clean the offices, to take the dust and refuse out through the vacuum tubes and not by the old method of taking part of it out and leaving the remainder to settle about the rooms.

The building is heated by the Warren Webster automatic modulation system, which is noiseless, efficient

JOHN H. HARRINGTON,
Proprietor.DANIEL J. HARRINGTON,
Building Manager.C. H. BLACKALL,
Architect.BUILDING
ABSOLUTELY FIREPROOF

THE NEW SUN BUILDING

MERRIMACK SQUARE

LOWELL, MASS.

An Honest Newspaper is a Tower of Strength in the Community

and satisfactory in every way. The plumbing is not only the best ever installed in the city but there are few buildings in the country that have such complete and sanitary plumbing equipment as has the Sun building. All the toilets, including the closets, wash bowls, etc., were made expressly for the building. There are no tanks, chains, pulls or feed pipes in any of the toilet rooms. Everything is operated on the new vacuum ventilating system which renders it impossible to discover the slightest odor in any toilet room from the top to the bottom of the building.

The columns on the first and second stories of the exterior are lined with verd-antique Italian marble which adds materially to the

BEAUTY OF THE DESIGN

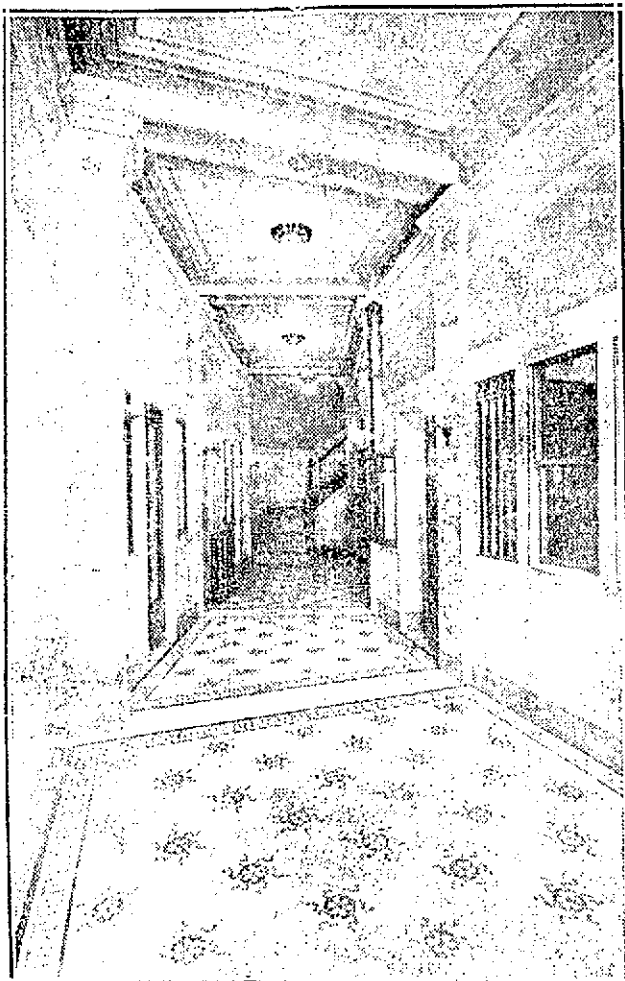
of the structure. The sidewalks fitted with luxfer prisms are set in carborundum, the first of its kind to be installed in the city and the copy lens sidewalk that will prevent slipping.

The design of the interior of the building is such that every office is located within five seconds' walk to the elevators. Each office is an outside office, permitting light and air to enter directly without the interference of air shafts or dark areas. The building is equipped with a complete fire escape system and all the windows on the exposed sides of the building are of metal sash and frames with wired glass.

The building is equipped with the latest type of automatic fire sprinklers, adjusted to extinguish an incipient blaze in the interior before it can make any headway. When in operation the system gives an alarm on the outside of the building by ringing a large bell placed near two steam connections to which the hose can be attached to supplement the pressure from two large mains laid by the water department expressly for the protection of this building in case of fire.

The lighting of the offices is exclusively electrical. Each office is equipped with electric plugs at frequent intervals to which may be attached desk lights, fans, sterilizers, water heaters, etc.

All the doors in the building are fitted with check springs rendering the corridors practically noiseless, and the system of distributing cool air for ventilation or warm air for heating is as near perfection as the resources



MAIN CORRIDOR OF SUN BUILDING

of modern architecture can make them.

The quarters provided for the newspaper plant were designed for utility and convenience and in this case of the public counting-room the artistic effects were given much consideration. A view of the counting-room is given on this page and we need hardly say that no newspaper in the country has more inviting, convenient or beautiful

quarters than one will find on entering the Sun office.

The entrance is on a level with the sidewalk and on either side as one enters are the public desks for writing advertisements, consulting the files, etc. The main counter, which is a part of a novelty in this section, appears to be covered with white marble, but in reality it is heavy they may be easily read from the

expensive than marble, is more suitable for the purpose inasmuch as ink stains never mar it. All the inside drawers, files and compartments are made of steel. The desks for the different department clerks are located at a convenient distance and each one is equipped with a telephone which through the private office switchboard is instantly connected with every department in the building as well as with the outside telephone service. Plugs for fans, desk lights, etc., are located above each desk, and the general artistic effect is such as to elicit universal approval. On the ceiling of the Sun office, as well as the main corridor, are numerous

ELECTRIC DOME LIGHTS

made expressly for the building, which throw a diffused illumination throughout the room practically free from shadows.

The manager's office is in the rear of the main counting-room conveniently located so as to be in touch with all the office clerks as well as with the different departments by telephone. At the main counter is an automatic lift for cuts, stereotyp plates, etc., which runs swiftly and noiselessly to the advertising department. Nearby are tubes of the Lamson system which convey copy to the editorial desks, the bulletin room and all other places where messages or copy are to be transmitted. There is no noise in connection with the operation of these elevators or tubes as the mechanism for driving them is located on the roof in a metal pent house. It should here be stated that all the mechanism for the driving of passenger elevators and all carrying devices in the building are also located in this pent house, so that there is neither noise nor odors, nor any possibility of danger in connection with any hoisting apparatus in the building.

A device which has attracted considerable attention and which is the first of the kind ever built, is the system of bulletins. This apparatus was originated by the proprietor of the paper and built under his direction by the Lamson Co. By this means the bulletins are dropped into the basement, where they are lettered and etc. The main counter, which is a part of a novelty in this section, appears to be covered with white marble, but in reality it is heavy they may be easily read from the

plate glass on either side so that they are practically free from interference within, and from rain or other sources of destruction on the outside. This avoids the old fashioned and cumbersome method of carrying the bulletin boards through doors and corridors to be hung on the outside of the building. The bulletins are illuminated by electric lights and can be read at quite a distance after dark.

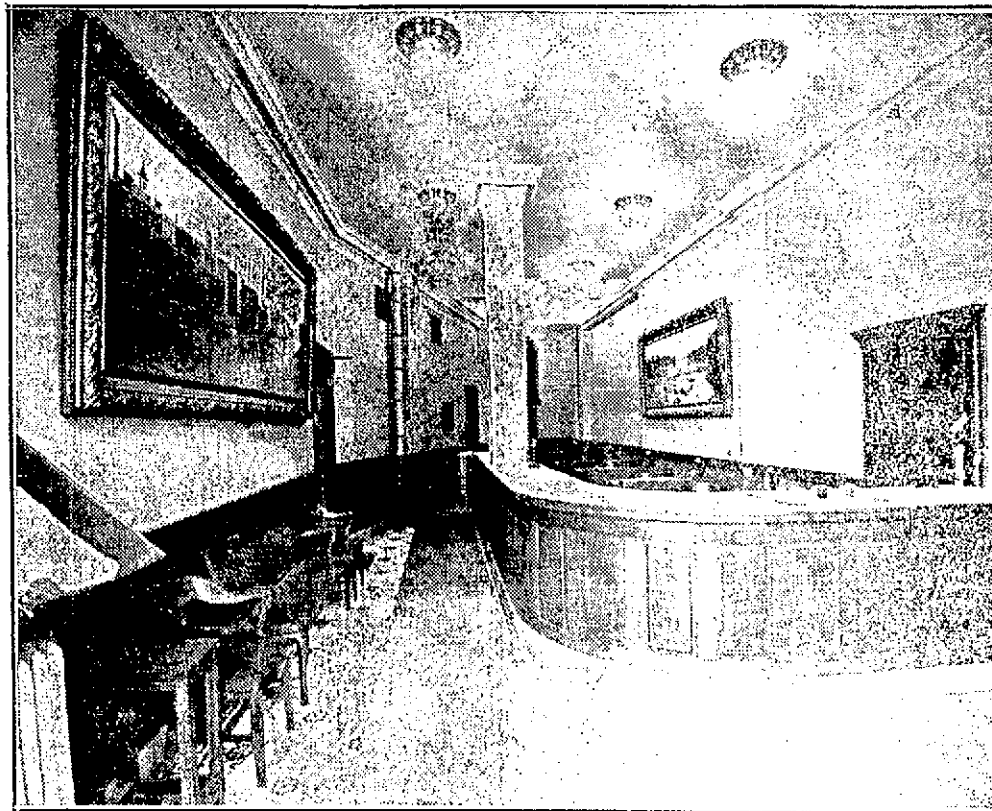
In the Sun office are hung two BEAUTIFUL PAINTINGS

made expressly for the owner by the distinguished artist, John I. Coggeshall, who spent nearly a year on the work. They represent the cause and effect of the textile industry in Low-

ell. The "cause" is very properly represented by the source of our water power, the beautiful Pawtucket Falls, which are shown in all their glory, and at a season of the year when the banks of the Merrimack are rich with foliage and verdure. The "effect" of this great water power is the great textile industry for which Lowell is famous throughout the civilized world, and Mr. Coggeshall's painting of the mills on the Merrimack, taken from Central bridge, is probably one of the finest productions of the kind that ever came from the brush of any American artist. On another page reproductions of both these paintings are shown. They are the

object of a great deal of admiration and eminent visitors to the city and to the Sun office are thus enabled to get some idea of the character of our great industries, who otherwise would leave the city without having a proper idea of its world famed water power and textile mills.

The press room, which is located in the basement of the building, and extending under the sidewalks on Merrimack and Prescott streets, is a model of convenience and fire proof construction. The firm of R. Hoo & Co., who built the press, exercised great ingenuity, working in connection with the architect to place all the underground motors and other mechan-



BUSINESS OFFICE OF THE SUN

THE R. H. HOWES CONSTRUCTION CO.

Engineers and Building
Contractors

105 West 40th Street, New York



R. H. HOWES,
President

The Company that Built
the Beautiful Lowell
Sun Building

A Responsible Corporation With
a Corps of Competent
Engineers

Estimates and Advice on Building
Construction Cheerfully
Submitted

THE FOLLOWING ARE SOME OF THE BUILDINGS ERECTED BY THIS COMPANY

THE SUN BUILDING Lowell, Mass.
John H. Harrington, Owner
PAGE BUILDING Lowell, Mass.
J. L. Chaffoux Est., Owner
POST OFFICE BUILDING Keene, N. H.
AMOSKEAG BANK BUILDING Manchester, N. H.
FIRST NATIONAL BANK BUILDING Oswego, N. Y.
ST. GEORGE'S CHURCH Seabright, N. J.
TECHNOLOGY CLUB BUILDING New York City
DEY BROS. & CO. DEPT. STORE BLDG. Syracuse, N. Y.

OFFICE AND STORE BUILDING Bellows Falls, Vt.
J. E. McLennan, Owner
WEED CHAIN TIRE GRIP CO. FACTORY PLANT Bridgeport, Conn.
ROME SOAP MFG. CO., FACTORY PLANT Rome, N. Y.
YALE LAUNDRY CO. FACTORY Syracuse, N. Y.
NEW PROCESS GEAR CORP. FACTORY Syracuse, N. Y.
A. G. SPALDING BROS. FACTORY New York
CORNELIUS VANDERBILT MEMORIAL BLDG. Newport, R. I.

RESIDENCE Mendham, N. J.
Mrs. P. B. Wyckoff, Owner
RESIDENCE Brookville, L. I.
Julian A. Ripley, Owner
RESIDENCE Bernardsville, N. J.
Mrs. C. B. Alexander, Owner
RESIDENCE Utica, N. Y.
E. T. Proctor, Owner
RESIDENCE Locust Valley, L. I.
A. W. Burchard, Owner
RESIDENCE Locust Valley, L. I.
G. E. Fahys, Owner



HERBERT W. GODDARD,
First Vice President



GEORGE B. MORECROFT,
Second Vice President

AND MANY OTHER FINE PUBLIC BUILDINGS AND PRIVATE RESIDENCES

The Freedom of the Press Should Never Be Abridged

sem so that they would not in any way interfere with the press which support the structure and which at the same time would be accessible and easy of operation. The mammoth sextuple lightning press is set upon a water-proof concrete pit which runs down to bed rock and although the press is a monster requiring tremendous power there is practically no vibration when it is running at full speed. A complete description of this press is given on another page.

The arrangement of the delivery room, store room for paper, etc., is thoroughly up to date. The plates from the stereotype room are received within three feet of the press cylinders to which they are locked, this arrangement not only being a convenience but a great time saver particularly when "burry up" extra editions are being issued.

On this basement floor, which is 11 feet in the clear, are hung

AUTOMATIC SPRINKLERS

which operate in case of fire in every compartment of the basement. The boiler room, toilet rooms, locker rooms, etc., are constructed in a thorough, convenient and fire-proof manner and the ventilation of the basement is so perfect and the heating system so efficient that winter or summer, in heat or in cold, the temperature does not vary one degree. The Luxur prisms in the sidewalk lights are sufficient to render the basement as bright as daylight, the electric lights being needed only to get at the interior parts of the press during operation.

The layout of the editorial, composing and stereotype rooms on the tenth floor is ideal in every respect. The reporters have a very cosy wing of the top floor, from which they get a good view of the city without leaving their desks. Each desk is equipped with a telephone communicating with all the departments in the building and with the outside telephone service. The latest equipment for the transmission of copy, electron, etc., is installed so that all unnecessary steps are avoided and the process of collecting, preparing and sending the news to the editor in charge is rapid and easy of operation.

The managing editor is located at a point where he can have complete oversight of every part of the editorial room. The telegraph operator, who covers the Associated Press service, has a well equipped apartment and

can transmit his copy to the proper desk without leaving his seat. The city editor's desk, to which all the tubes and carrier systems run, is in close proximity to the copy hook of the composing room and he also has facilities for receiving copy, messages, etc., from the office and sending bulletins to the bulletin room without leaving his seat. The top portions of these partitions are glazed so that while they are practically sound proof they are in full view of the occupants of every other compartment. The heating, ventilation and lighting system in the editorial room is of the very latest and most effective type.

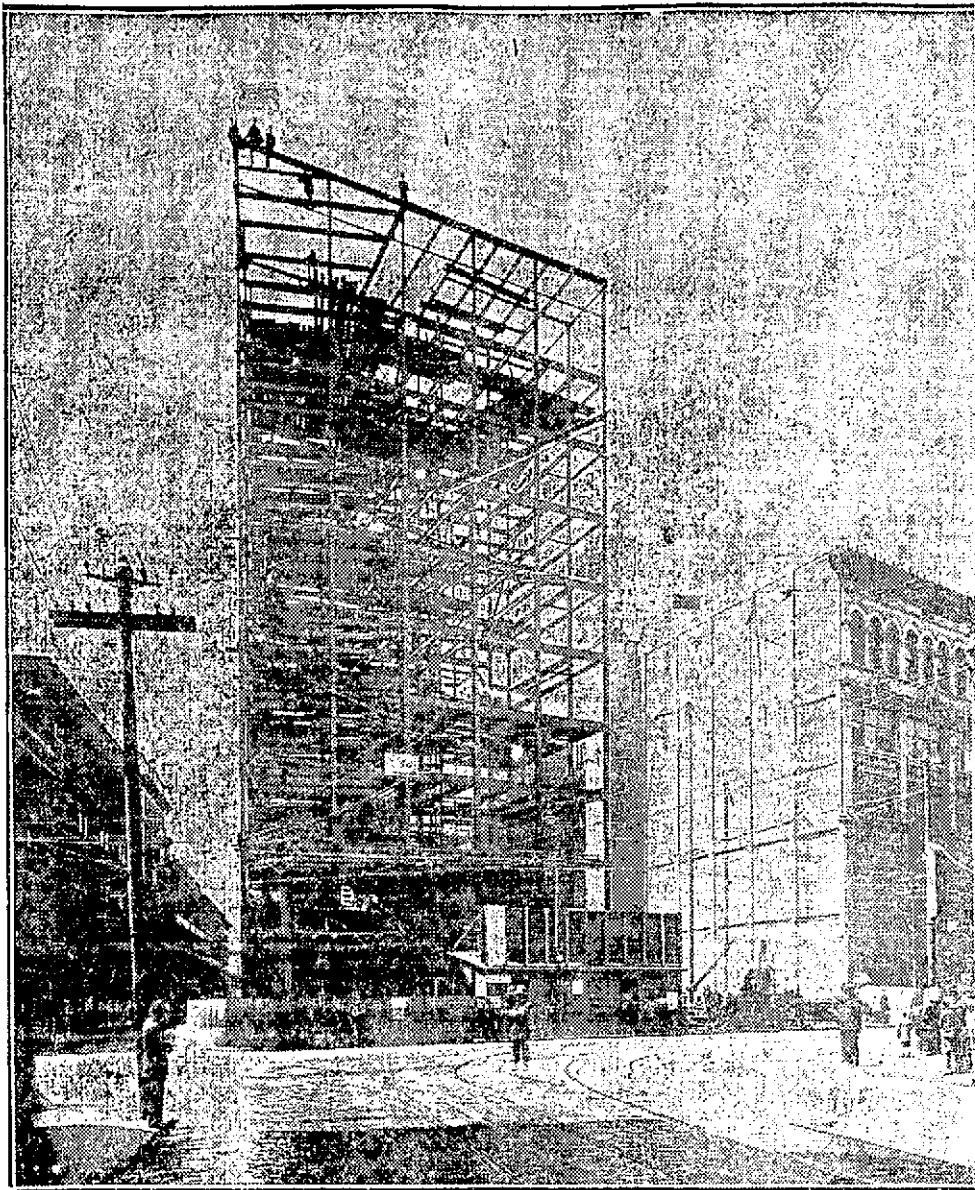
The composing room is a model of compactness and convenience. It is so arranged that the copy never takes a backward movement but starts at one end, is set, sent to the proof-room, made up in the forms and sent to the stereotypers in one continuous movement in the same direction. The foreman's desk in the composing room is so located that he has a complete view of all the workmen and apparatus under his charge. The system of

SIGNAL LIGHTS

connecting him with the press room by which the foreman signals for the starting or stopping of the press for corrections, etc., avoids the necessity of waiting for telephonic communication. These signals are instantaneous and he can order the press started or stopped in one-quarter the time that would be necessary to do it by telephone. The half-tone views of the composing room and make-up room, etc., on another page give a very good idea of how nicely these arrangements have been carried out.

The stereotype room is on the same floor with the composing room. Here the forms are received, matrices are molded and the curved plates cast and sent by a double elevator service directly to the press room. This avoids the necessity of raising or lowering the type forms as is done in many newspaper plants, and it also increases the speed with which editions can be put to press. The ventilation in the stereotype room is practically perfect, that is to say it is possible to throw open the swinging windows on the sides and in the roof so that the

outdoors. It is unquestionably one of the coolest and best ventilated stereotyping rooms in the country, and the machinery for casting and finishing the curved and other plates for the



VIEW OF THE SUN BUILDING IN PROCESS OF CONSTRUCTION

Showing the steel work completed and the erector's flag floating triumphantly 11 weeks after breaking ground and only five weeks after the steel work was started.

forms is of the latest and most approved pattern. All of this machinery was built by the famous company that constructed the press.

On the whole we have no hesitation in saying that The Sun not only has the best, the most extensive and most

RAPID NEWSPAPER PLANT

in the city in every department but it has one of the best equipments of any newspaper of its size in the country. Indeed it is not equalled in any particular in New England north of Boston.

We are always glad to receive visitors and to show them about the premises, explain the intricacies and wonders of getting out a modern newspaper, providing of course they come at a time when the force is not rushed and when proper courtesies and attention can be extended to them without interfering with the work of getting out the paper.

From the roof of the building a fine view of the city can be obtained and visitors are welcome to call at the Sun office and will be shown to the roof on fair days in the forenoon only. During the afternoon on account of the rush in getting to press it is almost impossible to give them the attention and courtesy which we desire to extend to our friends and visitors.

On another page will be found a description of the new press, together with illustrations and other matter concerning the equipment of the newspaper plant.

THE CONTRACTORS

After securing a good architect the most important consideration for one who intends to construct a valuable building is to make sure of getting competent and responsible contractors, men who are able to do the work, do it properly, do it on time and have sufficient responsibility to make good any loss on account of failure to carry out their contract. It was very fortunate for the proprietor of The Sun that the R. H. Howes Construction Co. of New York was the lowest bidder. A contract was made with this concern, which the architect assured the owner was iron clad in every particular, binding the company to do the work according to specifications, to submit all building material to the architect's experts for inspection and to pay a heavy forfeiture for failure to complete the building within the specified time.

We are pleased to say that the R. H.

Howes Construction Co. not only fulfilled all its obligations but did even more. It actually surpassed its former efforts and gave complete satisfaction in every particular to the owner and his architect.

The operations of this company were certainly an eye-opener to the people of Lowell. The way the men tackled the old building and demolished it within the short space of two weeks; the rapid manner in which the excavation was carried on and the astonishing growth of the building from the foundation upward was the main topic of conversation in this city during the process of construction.

Photographs were taken of the building from time to time and one who follows the illustrations on another page can see at a glance what phenomenal speed was made in the construction of this building. What is more, when the building was completed a rigid inspection of every department was made by the architect and his assistants and before final settlement was made everything was found to be in accordance with the specifications and in many instances a great deal better. As stated elsewhere, the material and the workmanship are so perfect throughout that experts are unable to state wherein they could be improved upon. On page two of this section in the advertisement of the company appear half-tones of the president and the first and second vice-presidents of the R. H. Howes Construction Co.

Mr. Howes is a New Hampshire boy, having been born in the city of Keene in that state. He is a graduate of the Institute of Technology and has held many positions of responsibility with big construction concerns before organizing the company of which he is the head. He is a prominent club man in the city of New York, being quite conspicuous in the membership of the St. Nicholas club and Natural Arts club, while he retains his connection with the Massachusetts Institute of Technology by remaining on the roll of its club membership. He made frequent visits to Lowell during the construction of the building and although he had excellent assistants on the ground he was at all times the man behind the job.

The superintendent in charge of the work who remained on the ground from the beginning to the end was Mr. George B. Morecroft, who is second vice-president of the company and who made a host of friends among the


L. H. JOSSELYN,
Pres.

G. M. KENT,
Treas. and Mgr.

DERRYFIELD CO.

MANCHESTER, N. H.

HIGH GRADE WOOD FINISH

 BEST OF SERVICE MATERIAL WORKMANSHIP

Sun Building, Lowell, Mass.—Material Furnished by Us.

ALL EXTERIOR AND INTERIOR WOOD FINISH OF EVERY DESCRIPTION, ALSO GLASS AND GLAZING

The Lowell Sun Building

Is heated by the WEBSTER MODULATION SYSTEM OF STEAM HEATING, each radiator having a Webster Modulation Supply Valve and a Webster Syphon Trap.

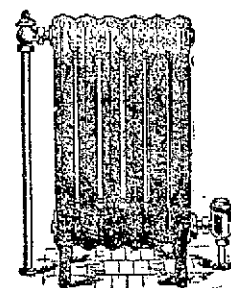
NO NOISE
NO AIR VALVES

NO OVER-HEATING
NO WASTE

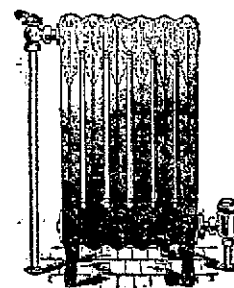
Just the right amount of heat secured when you want it by a mere turn of the Modulation Valve at top of radiator.

WEBSTER HEATING SYSTEMS are used in all kinds of buildings.

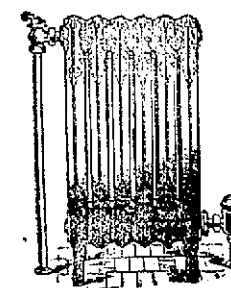
EFFECT OF MODULATION VALVE ON STEAM SUPPLY IN RADIATOR



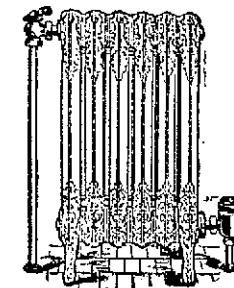
Showing steam in radiator when Modulation Valve is opened to point 1.



Showing steam in radiator when Modulation Valve is opened to point 2.



Showing steam in radiator when Modulation Valve is opened to point 3.



Showing steam in radiator when Modulation Valve is wide open.

WARREN WEBSTER & CO.

CAMDEN, N. J.

Established 1888.

Offices in Principal Cities.

BOSTON OFFICE, 24 MILK STREET.

Where You Find a Free Press You Will Find a Free People

local building trades and business men during his stay in Lowell. Although born in England Mr. Mercecroft spent his early days in Syracuse, N. Y., where he was educated, and after qualifying as an engineer and serving as superintendent for different companies he finally cast his lot with the R. H. Howes Construction Co. and has been the principal superintendent in all their operations since the company was formed.

The first vice-president of the company is a Lowell boy, Mr. Herbert W. Goddard, and his connection with the company was of great interest to the people of his native city, who watched the progress of the building with increasing admiration. Mr. Goddard is the son of the late Charles R. Goddard, formerly paymaster of the Lawrence company, and is a graduate of our schools and also of the Massachusetts Institute of Technology, from which he received his degree in 1904. He has held various positions of importance such as consulting engineer, managing engineer and superintendent of construction of some of the most important buildings erected in this country. He became identified with the Howes Construction Co. in 1906 and has been a power of strength in the organization on account of his ability and untiring energy. Mr. Goddard is an associate member of the American Society of Civil Engineers and also a member of several New York clubs. His home is in New York but he never forgets the city of his birth and as one of the main forces in developing and carrying out the construction of the Sun building he will not be forgotten in his native city as long as that beautiful structure stands as a reminder of an achievement in which as a Lowell boy he took a very prominent part.

THE SUB-CONTRACTORS

While the Howes Co. carried the responsibility of the entire building much of the work was sub-contracted and in this respect different firms who were entrusted with their respective branches distinguished themselves in a notable manner. The steam heating plant which is of the famous Warren Webster system, was installed by Carroll Bros. of this city, who also installed the boiler and all the connections. It is due them to say that the installation presents one of the most heating jobs installed in New England and it is superfluous to say anything but that the Warren Webster system, which everyone knows is the most perfect system of low pressure heating yet invented.

T. Costello & Co. did the plumbing work and it there is any way of doing a better job of plumbing than that in the Sun building neither they nor the architect nor anyone else who has yet been heard from is able to point it out. The Sun building is one of the few office buildings in this country which uses no elevators in its toilet rooms as the system of plumbing has rendered such expedients wholly unnecessary. Messrs. Costello & Co. designed all the plumbing fixtures, which were built expressly for the Sun building under Mr. Costello's direction and installed in a manner that is a credit to this old, responsible and reputable plumbing firm.

The drainage and ventilation system is the same as that which has been adopted and approved by the United States government and known as the vacuum ventilation system, the only

one of its kind in any building in this city. All the supply pipes and fittings and the entire plumbing jobs are of brass, no lead pipe being used. There is a double pipe service for the fire system, one going in through Merrimack street and the other from Tremont street, with automatic check valves which if the water was shut off on one service would close that particular main and leave the other in working condition so that it is difficult to conceive of a condition wherein the Sun building would not have water pressure for fire and other purposes.

The drainage system from the roof is novel and an entirely new pattern. The wash leads are of a new design, dispensing entirely with the rubber stopper and chains, the plug being worked by a plunger and lever.

The flushing system in the toilet rooms is entirely new and operates regardless of water, bulbs, or chains.

The hot water system is of the latest pattern and so constructed that hot water is obtained instantly on any floor, the heater being automatically regulated by thermostats on the hot water heater in the basement.

Dwyer & Co. did the painting and good judges say that the work done on the Sun building, both interior and exterior, has never been surpassed in Lowell.

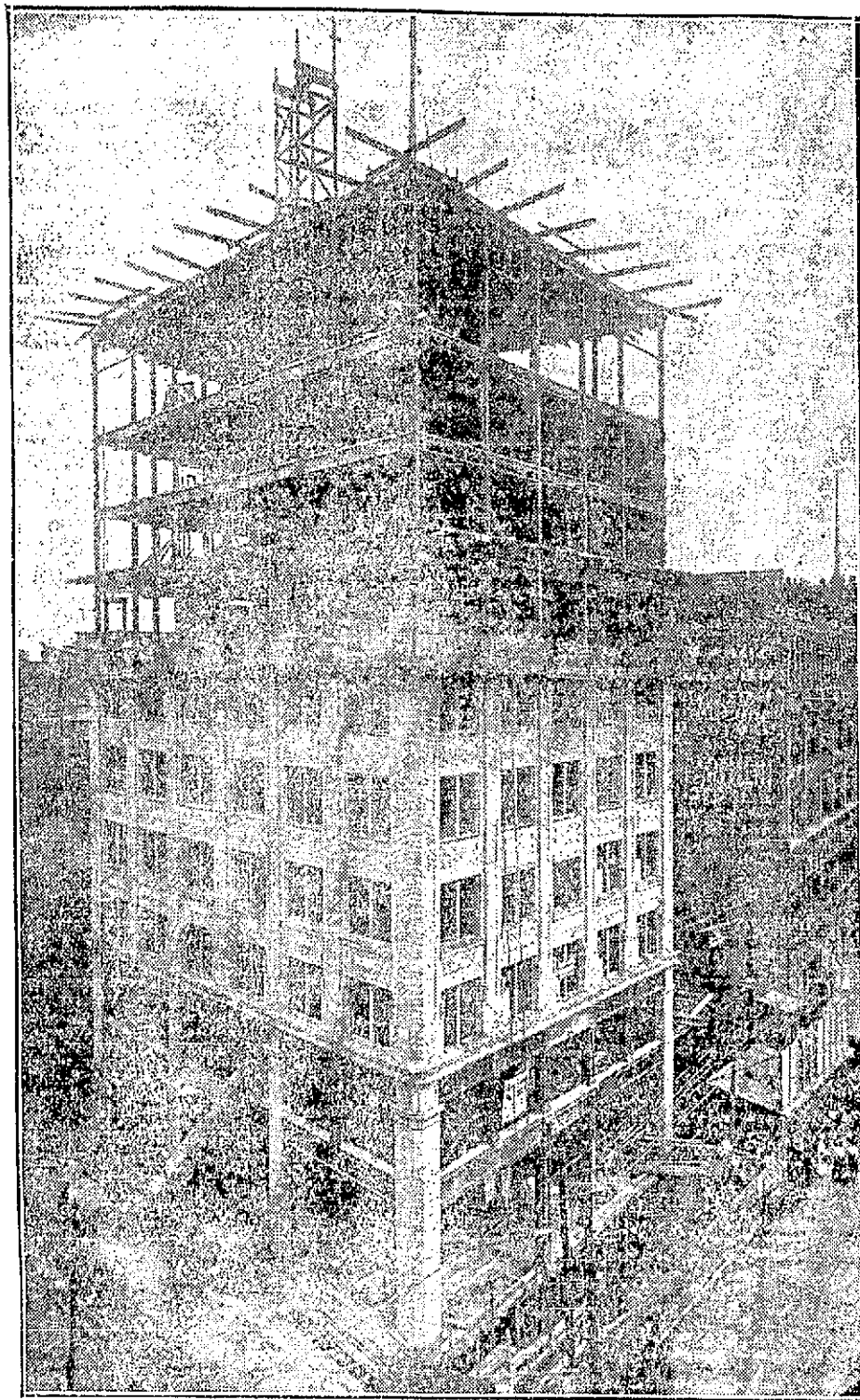
All the wood finish, including the doors, moldings, casings, frames and sashes, were made by the Derrinfield Co. of Manchester, N. H., and the architect and owner have agreed that the job is one that they may well feel proud of. The office doors throughout are of the compound sound proof pattern. The oak is beautifully finished and has kept its position remarkably well considering changes in our New England climate.

Aside from the hardware furnished by the contractor, the most important equipment was furnished by Barlett & Dow of this city. This included the passenger elevators, the matchless Corbin apparatus for the doors and other modern equipment throughout the building and in the newspaper plant. All the chain falls and trolley hoists going with the lifting and transferring of paper rolls, etc., were furnished by this enterprising firm and have given the utmost satisfaction.

Dalton & Sullivan of Boston furnished the beautiful face brick which still remains uncolored in our city. It is not vitrified and impervious to water, this brick keeps itself clean and is a source of pride to everyone who notices the beautiful and perpetually clean appearance of the exterior of the building. Mr. Daniel T. Sullivan of this city is a partner in this concern and besides his share in the brick contract he furnished from his local yard all the Portland cement for the entire construction.

The passenger elevators, as mentioned elsewhere, were installed by the Otis Elevator Co. and they are models of speed, noiseless and smooth running machines. Many visitors from different parts of the country have come to inspect them in operation as being the very latest and best electrical devices.

The Lamson Co. built and installed the entire carrier and tube system and the plate dress, copy carriers, and automatic bulletins used in the newspaper plant. It was something of an innovation when Adams & Co. laid the first linoleum in this city on the concrete office floors. This covering was made to our special order and was cemented on the floor by men who know their business. It stays in place regardless of the onslaught of the washwoman and seems to defy the soft soap and cleaning powders and the water with which it is deluged. This firm has the secret that makes the linoleum stick to the floor until it has worn off. Adams &



THE SUN BUILDING IN PROCESS OF CONSTRUCTION AUG. 10, 1912
Showing the brick and masonry work more than half completed, four and a half months after breaking ground.

Co. also put in the beautiful shades which are fitted to the windows throughout the building.

The lettering for The Sun plant was done by Thomas J. Goyette and it was well done and is a credit to Mr. Goyette's skill. The lettering on the office doors was done mostly by the Kimball System, who are considered to be experts in their line.

One concern had a very important and ticklish contract in connection with the erection of the new Sun building which deserves special mention. The C. H. Hanson Co. had the contract for the moving of the old newspaper plant to the temporary quarters on Paige street and moving it again to its new quarters. This contract also included the arduous task of putting the new sextuple press into the basement and all the old and new linotypes and stereotyping machinery into the tenth floor of the building. The Hanson Co. it was found was the only local concern that had the necessary equipment to handle heavy machinery at such a height. They have for a foreman a wizard by the name of "Bob" Costello, who distinguished himself by carrying on this great task almost entirely at night without a single mishap. It was no easy matter to move a big newspaper plant by night and assist the mechanics in erecting it, and do it safely and with such speed and certainty that not a single edition of the paper was missed. Some day it may be deemed necessary by the contending nations to change the location of the Rock of Gibraltar or to move the Pyramids of Egypt to a more accessible location. If such a thing ever becomes necessary, we nominate the C. H. Hanson Co. for the contract provided "Bob" Costello is on the job.

THE ARCHITECT

When the proprietor of The Sun decided to erect a new Sun building his first thought centered on the selection of an architect. Profiting by the experience of others who had made disastrous failures of the construction of buildings by having incompetent architects he was determined that he would have the best. In order to make sure of securing the best architectural talent obtainable he decided to consult with leading contractors, builders and owners of modern fireproof structures. His first interview was with a Boston organization which was heavily interested in many first class office buildings and apartment houses and had experience with the best architects in the country. Without any hesitation the head of the firm said: "If you want the best, retain Clarence H. Blackall, provided his engagements will permit him to take on the construction of your building."

His next interview was with one of the leading construction companies of New England and among the three architects recommended by this company Mr. Blackall's name stood foremost. Similar interviews were held with other owners, builders and managers and with hardly an exception the substance of their advice was: "If you can get Clarence H. Blackall to take charge of your building, get him by all means and rest assured he will save you many times his commission and give you an artistic design."

After further inquiries and after looking over some of the beautiful structures which Mr. Blackall had designed it was evident to the proprietor of The Sun that Mr. Blackall was the man for him, and he immediately set out to secure his services. Fortunately Mr. Blackall's engagements at the time permitted him to accept the commission of designing The Sun building and the work of surveying, making

soundings, drillings and other preparatory steps was begun without much delay. Mr. Blackall always employs a force of about forty draughtsmen, designers and engineers. In a short time the preliminary sketches took on the shape of just such a building as was desired and the great task of making working drawings for the entire structure was begun. The result of Mr. Blackall's efforts is shown in the beautiful building in which The Sun is now located and anyone with the least capacity for judging architectural design and beauty will admit that the work of a master hand is visible in every part of The Sun building, within and without. It is a model of symmetry, convenience, strength and utility. There is not an inch of space wasted. Furthermore, there was no waste of time or material in its construction. It went along with a steady speed and certainty in its part that indicated the direction of a master mind. Mr. Blackall not only opened the eyes of the people of Lowell but he astonished architects, builders and workmen who had all their lives been engaged with the construction of buildings as hitherto conducted in Lowell. There were no mistakes from beginning to end. Nothing had to be done a second time. All estimates came well within Mr. Blackall's calculations. The contractors and subcontractors completed their work on time and to the satisfaction of the owner and the architect. From beginning to end the work of construction was carried simultaneously along various lines with the precision of clockwork. The supervision was effective and the tests of materials for strength and quality were carried on in a way that satisfied the owner that he had made no mistake in the selection of his architect.

Mr. Blackall's experience in his profession is conceded by all the building experts in the country. His services are in demand where the best buildings are contemplated or under construction. As consulting architect for municipalities and art societies he seems to stand at the head of his profession in this country. His presence is sought at all gatherings of scientific bodies where questions concerning the erection and operation of public buildings are under discussion. How he finds time to meet all these demands is a wonder. He is a man of commanding yet pleasing presence and universally popular with all who know him.

Mr. Blackall's life record thus far is a remarkable one. He was born in New York city, February 3, 1857, but passed his boyhood days in the city of Chicago, Ill., where he graduated from the University of Illinois in 1877 with the degree of S. B. In 1881 he received the degree of A. M. in architecture, having previously studied the art at the Ecole des Beaux Arts, Paris, from 1878 to 1880. His first practical experience was with Peabody & Stearns, architects, with whom he was associated from 1880 to 1882 with the exception of a period of two years when as first holder of the Rotch Traveling scholarship, he studied architecture abroad, visiting nearly all capitals and art centers of Europe.

He started independent practice in 1882, when he designed the first steel frame building erected in the city of Boston, known as the Watkin building. This he completed in 1891. The beautiful Tremont Temple, which is an inspiration to all who have ever been within its walls, is one of Mr. Blackall's masterpieces. The beautiful Temple Israel erected in Boston is a sample of his cathedral designing. The Colonial theatre and the Colonial office building in Boston were also designed and erected by Mr. Blackall. Among the many other buildings

The Plumbing System in The Sun Building Was Installed By

T. COSTELLO & COMPANY

Fifty Years In
Business

212 CENTRAL STREET, LOWELL, MASS.

Fifty Years In
Business

Among the public and private buildings plumbed by this firm are the following:

Boston Union Station
Lynn Union Station
Park Street Station
Wedgeboro Station
West End Car House
Watertown Car House
Lowell Union Station
Lowell Library
Chalmers Library
Lowell Armory
Stetson Shoe Factory
Shaw Knitting Hosiery
Tremont & Suffolk
Scott Building
Y. M. C. A. Building
Howe Building
Spaulding Building
Yorick Club
L'Association Catholique
J. C. Ayer Laboratory
Revere Beach Sanitary
St. John's Hospital
Manchester Union Station
Manchester-by-the-Sea Station
Concord, Mass., Station
College Hill Union Station
Haverhill Car House
Lowell Power Station
Manchester, N. H., Station

Manchester Library
Lowrey Chocolate Factory
First Corps Cadet, Armory, Boston
Mawhinney Shoe Factory
Bigelow Carpet Co.
Algonic Temple
Swan Building
Rumels Buildings
Mansur Building
First National Bank Building
Lowell Opera House
St. Patrick's Working Girls Home
Nantasket Beach Bath House
Hotel Canterbury, Boston
Lowell Corporation Hospital
Massachusetts Consumptive Hospital, Rutland
Anna Jacques Hospital, Newburyport
St. Peter's Church
St. Michael's Church
Stoneham High School
Phillip's Academy, Andover
State Normal School, Lowell
Bartlett School, Lowell
Green School, Lowell
Lowell Textile School
Tyler Street School, Boston
Malden High School (Largest in New England)
Richardson Hotel
Mansion House, Andover
Major Stock, Residence

Agent Peab. Residence
E. S. Hyman, Residence
A. Cunnuck, Residence
C. P. Palmer, Residence
Dr. Irish, Residence
Ellen Ayer Ward, Residence, Woburn
Richardson Estate, Newport
Mrs. Clark, Residence, Williamstown
Mrs. A. E. Hayden, Residence
E. H. Staples, Residence, Tilton, N. H.
A. J. Abbott, Residence, Westford, Mass.
Frank Hill, Residence, Andover, Mass.
St. John Baptist Church
Back Bay Riding School
South Boston High School
State Normal Art School, Boston
New Norfolk School, Lowell
Vernum School, Lowell
Immaculate Conception Convent
Emmel Street School
Quincy House, Boston
Assault Hotel, Maynard
Richardson Residence
Nesmith Residence
Col. Walsh, Residence
C. J. Gladden, Residence
V. I. Cunnuck, Residence
O. H. Terry, Residence
Vanderbilt Residence, Newport, R. I.
Edgman House, White Mountains
E. Colony, Residence, Wilton, N. H.

Peter Smith, Residence, Andover, Mass.
Prof. Bancroft, Residence, Andover, Mass.
Prof. McCurdy, Residence, Andover, Mass.
Prof. Comstock, Residence, Andover, Mass.
Prof. Taylor, Residence, Andover, Mass.
Eaton Residence, Andover, Mass.
Churchill Residence, Andover, Mass.
Miss Buyers, Residence, Andover, Mass.
J. A. Cole, Residence, Andover, Mass.
White Residence, Andover, Mass.
Odlin Residence, Andover, Mass.
Gen. Butler, Residence, Lowell, Mass.
E. A. Ross, Residence, Lowell, Mass.
Also a few of the most recent plumbing systems obtained and installed under the direct supervision of Mr. Thomas F. Costello, of the firm of T. Costello & Co.
South Boston High School
Back Bay Riding School
Lowell Sun Building
Gov. Foss Building, East Boston
Maine Central Kinco House, Moosehead Lake, Kinco, Maine
Two Large Office Buildings, Boston
Saugus High School, East Saugus, Mass.

J. A. Torr, Residence, Andover, Mass.
Lancaster High School
Cambridge Theatre
Father Donnelly's Church, Dorchester, Mass.
Jamaica Athletic Association, Jamaica Plains
Tyler Street School, Boston
Malden High School (Largest in New England)
D. L. Page Building
St. Mary's Parochial School, Melrose, Mass.
Bigelow Carpet Co., new addition to mills.
Clinton Carpet Co., new addition, Clinton, Mass.
Ennell Street School, Lowell, Mass.
Mawhinney Shoe Factory, Lowell, Mass.
Lowell General Hospital
Winpole High School
Addition Joshua Holden's Residence, Billerica, Mass.
Lowell Electric Light Station
Rev. F. Ross's Residence
Thomas H. Murphy, Residence
J. C. Ayer Laboratory
Carpenter Memorial Library Building
Manchester, N. H. (One-quarter million dollar library building, now under construction.)

PLANS AND ESTIMATES FURNISHED AT SHORT NOTICE

The Freedom of the Press Should Never Be Abused

which stand to his credit in Boston are United States Trust Co. building, the Marshall building, Demmon building and Wesleyan building.

Mr. Blackall has made quite a specialty of theatres and among the pro-

advisory architect for the Boston Elevated Railway Co.

The number of beautiful residences, churches, banks, schools and commercial buildings in New England and elsewhere with which Mr. Blackall has

member and one of the founders and first secretary of the New York Architectural League and is also a director of the Boston Art club. He was for a

few years of the American Institute of Architects. He is a valued and leading member of the National Fire Protection association of America and

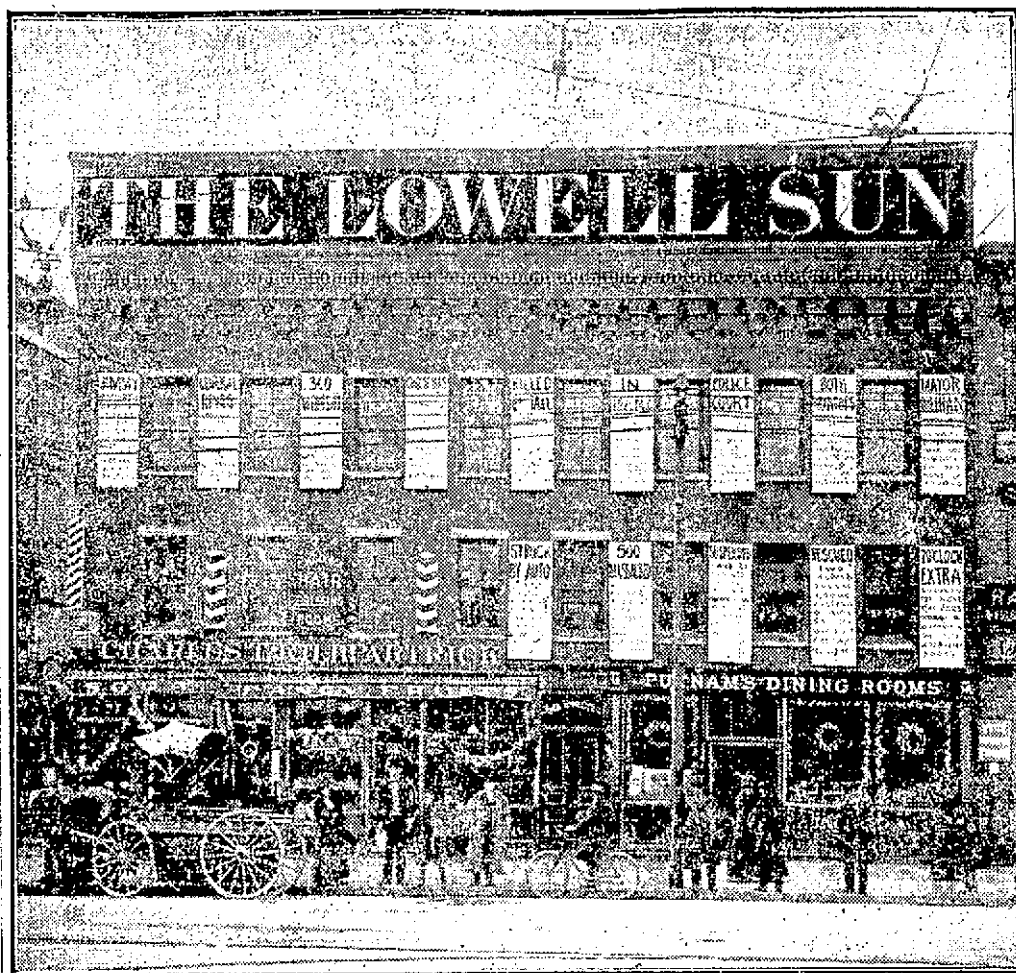
members is Clarence H. Blackall. The great French society of Beaux Arts Architects also includes him in its membership and there is hardly a scl-

popular with all the clubs of which he is a member, among which may be mentioned the Boston City club, Economic club of Boston, the Cambridge club, the Salem club, Century club of New York, National Arts club of New

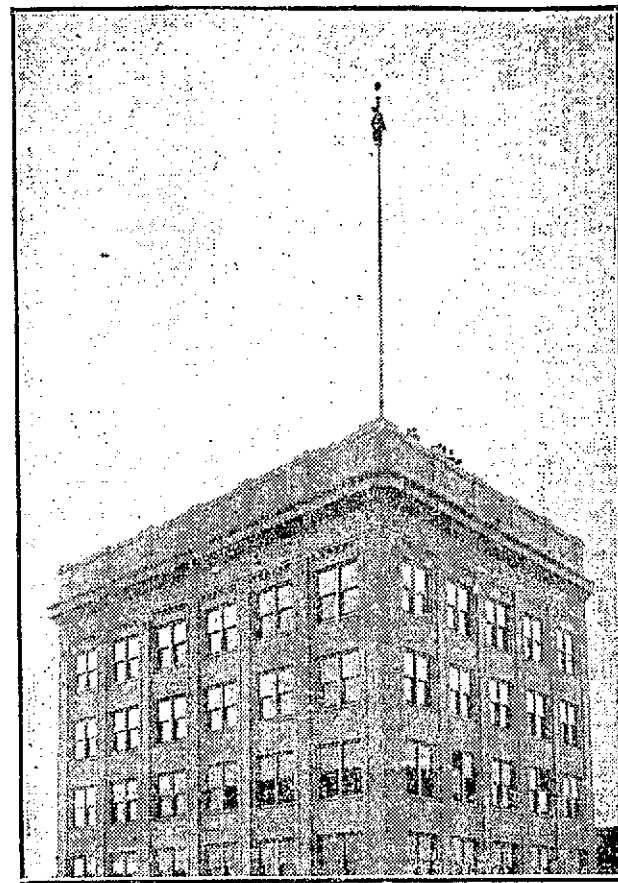
and management, together with a treatise on hotel designing and planning. His works on the development of colonial architecture have made him one of the standard authorities on these subjects. He is the author of



CLARENCE HOWARD BLACKALL
Architect of The Sun Building



THE OLD SUN BUILDING



STEEPLE JACK PAINTING FLAGSTAFF OF SUN BUILDING

ducts of his genius in this line may be mentioned the Bowdoin Square, Plymouth, National, Gaiety, Casino, Olympia, the new Scollay Square, Olympia, the Cort and Wilbur theatres, besides many others throughout the country. In public buildings he has distinguished himself by the completion of the beautiful registry of deeds and probate court house at Salem, the Salem public library, Salem Branch Library, and numerous others. Most of the modern theatres erected in New York city, Boston and Chicago bear the impress of Mr. Blackall's genius. He was the associate architect of the Copley-Plaza hotel recently completed in Boston and has been for some time

been connected as principal or associate architect are too numerous to mention. He has specialized particularly in office buildings, hotels and theatres. He is an acknowledged authority on reinforced concrete construction and the perfection of the building codes of Boston, Cambridge, Milton, Baltimore, Pittsburg, New York, Cleveland and many other cities are due to his advisory services and direct authorship.

He was one of the founders of the Boston Architectural club; also one of the founders and secretary of the Cambridge Municipal Art society. He is now president of the Massachusetts Fire Prevention association. He is a

long time secretary of the Boston Society of Architects and is now a trustee and secretary of the Rotch Traveling scholarship. He is chairman of the Board of Appeal of the city of Cambridge, member of the Building Law commission of the city of Boston and also of the Fire Hazard commission of the city of Boston. He is a member of the Building Law commission of the city of Cambridge and a

of the British Fire Protection association of England. His name is also on the roll of membership of our great National Geographic society and the Society for the Preservation of New England Antiquities as well as the National Conservation society. Everyone knows of The American Association for the Advancement of Science as one of the greatest scientific organizations in the world and among its

entific gathering of any importance in this country or Europe where Mr. Mr. Blackall's presence or his contributions are not in evidence. He is a public spirited citizen who gives liberally of his time and means to all matters of civic progress and he takes great interest in the work of the Boston chamber of commerce, of which he is an influential member. He is also something of a club man being

York and the New York City club. Mr. Blackall has found time to do considerable literary work along the lines in which his knowledge and research have qualified him to speak with authority. He is the author of a standard work on "Builders' Hardware," published in 1890. From 1895 to 1910 he was editorial writer and contributor to the "Brickbuilder" of Boston. He is the author of an extended series of articles on fireproof construction, fire protection, theatre construction, acoustics, heating and ventilation, office building construction, articles on Spanish, Belgian and French architecture published by the Scribners in their Cyclopedia of Architecture and he is also a valued contributor to the Dictionary of Architecture and Building, published by the MacMillan company.

THE SUN BUILDING

THE BEST PAINTED BUILDING IN THE CITY
WAS PAINTED INSIDE AND OUTSIDE BY

DWYER & CO. PAINTING CONTRACTORS

170-176 APPLETON STREET, LOWELL, MASS.

We Can Do the Same Kind of Work for You if You Want It.

ADVICE AND ESTIMATES CHEERFULLY GIVEN

THE FOLLOWING IS A LIST OF A FEW OF THE BUILDINGS PAINTED BY US:

SUN BUILDING
COVER BUILDING
BRADLEY BUILDING
PUMPING STATION
COMFORT STATION
MASS. BOILER HOUSE
MASS. GENERATOR HOUSE
MASS. FIVE STORY MILL
BIGELOW DYE HOUSE
NEW HAMILTON MILL

PAGE BUILDING
SACRED HEART SCHOOL
IMMACULATE CONCEPTION
SAINT PETER'S SCHOOL
SAINT PETER'S ORPHAN ASYLUM
TOWNE MEMORIAL LIBRARY, AMHERST,
N. H.
BROWNSON LITERARY ASSOCIATION
SAINT JOHN'S HOSPITAL
LOWELL GENERAL HOSPITAL

POST OFFICE
COURT HOUSE
CHAPEL AT TEWKSBURY NOVITIATE
CHAPEL IN SAINT JOHN'S HOSPITAL
CITY INSTITUTION FOR SAVINGS
WASHINGTON SAVINGS BANK
GREEK CHURCH
CALVARY BAPTIST
SAINT MARY'S CHURCH, EAST BOSTON
HOLY TRINITY

SAINT ANDREW'S, BIDDEFORD, ME.
IMMACULATE CONCEPTION
SACRED HEART
SAINT PAUL'S
SECOND CONGREGATIONAL, CHELMSFORD,
MASS.
LITHUANIAN
Some of the best dwelling houses in the city of
Lowell.

LIGHTNING SEXTUPLE PRESS

BUILT FOR THE LOWELL SUN BY R. HOE & CO., OF NEW YORK AND LONDON

The march of progress in the mechanical world is nowhere better illustrated than in the rapid and wonderful evolution of the web-perfecting press. It is less than 12 years since The Sun installed a 24-page, three-deck press, which at that time was the very latest product of the genius and mechanical skill of the greatest press builders in the world. In fact it was the first press to come into New England without tapes and the number of improvements on the press at that time compared with its predecessor led many to declare that the printing press had at last reached the limit of its development. But the brain of the inventor is never idle. The demand is for more and more speed, greater conveniences, greater capacity and the mammoth sextuple, lightning, web-perfecting press, illustrated on this page, meets all these requirements and is as far ahead of The Sun press of 1902 as that was ahead of its predecessor of 10 years previous.

A most remarkable feature of this press is, that while it produces double the number of pages at three times the speed of the old press, it occupies but one-quarter more space than the machine it supplanted. Furthermore, it is an easier press to operate than the old machine and it takes proportionately less power to run it for a given product. It is unquestionably the finest printing machine that ever came into Lowell, its nearest competitor having less than one-half its capacity, and nowhere in New England north of Boston is there anything to compare with it.

As will be seen by the table in another column, the capacity of the machine runs all the way from four-page up to 48-page papers at a speed, depending upon the number of pages, from 15,000 to 72,000 an hour. It seems

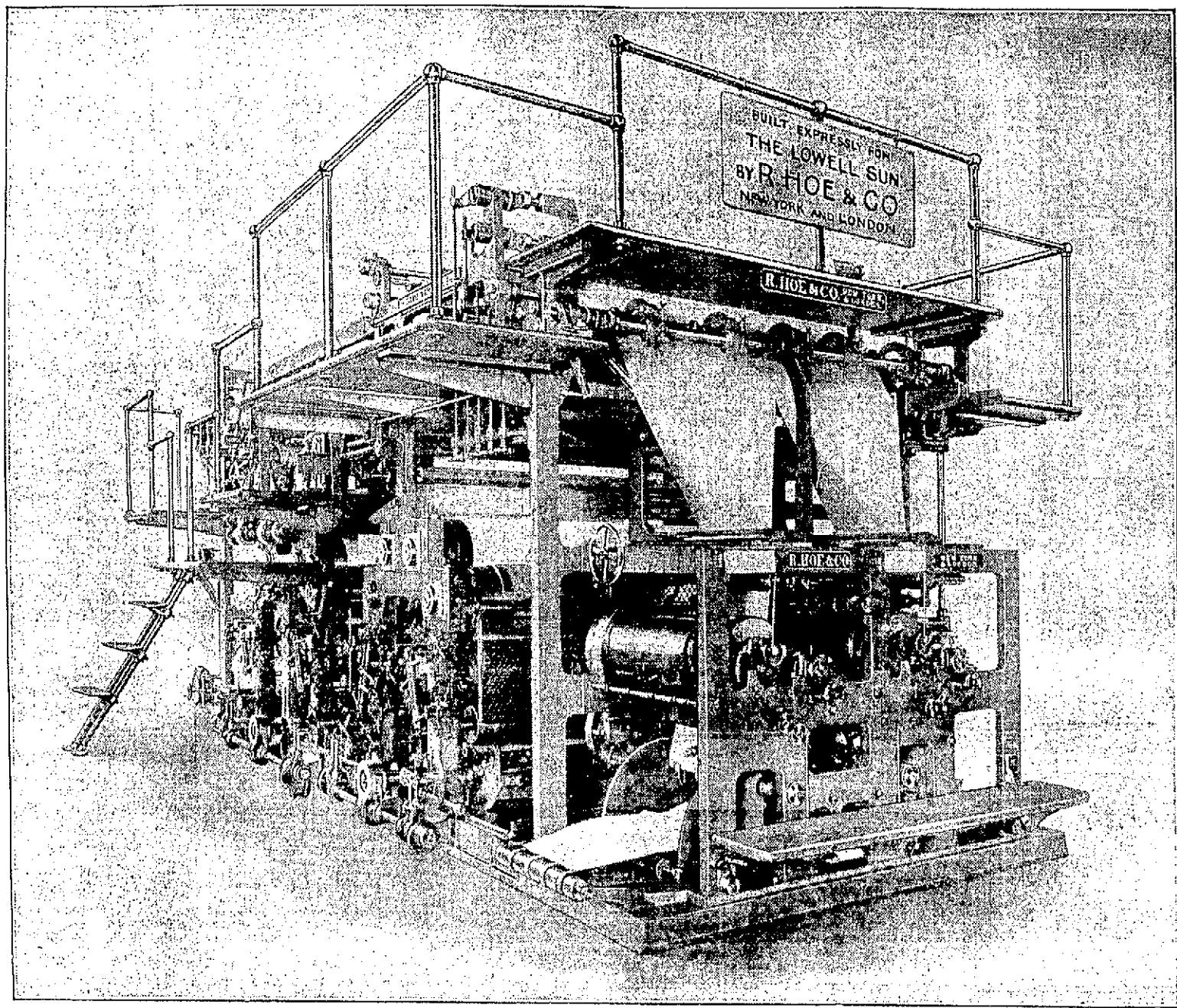
ALMOST INCREDIBLE

that any machine will print papers at such a speed but the new Sun press will do all of this and more. During a special trial run after the press was erected the machine ran for quite a period at the rate of 72,000 12-page papers an hour, which is about 22 complete 12-page papers a second. It is almost beyond the comprehension of the human mind to think that a machine will take paper from the rolls, print it on both sides, cut it into pages, inset them, fold them and pile these 12-page papers up in bundles of fifty each at the rate of from 20 to 22 papers a second.

A great advantage which this machine possesses and which will be appreciated by those who have a technical knowledge of the printing business is, that it will turn out the papers in almost any conceivable combination of pages. For instance, if it is more convenient for the pressman on account of the size of his paper rolls to print the papers in one form or another he can make the change necessary in a very few minutes, that will produce any number of pages in sections as required. A twelve-page paper can be delivered either in two sixes or with a four laid on top of an eight making two sections, or the twelve-page paper can be delivered in book form, with the pages all inset. A fourteen-page paper can be delivered on this machine in book form or with a section of six pages laid on a section of eight or vice versa, or it will deliver a four-page paper folded inside of a ten. A sixteen-page paper can be delivered either in book form, in two eights, in a ten and a six, or in a twelve and four-page section. The eighteen-page papers are delivered either in book form or with an eight-page section folded inside of a ten or vice versa. The twenty-page papers can be delivered in two tens, or twelve and eight-page sections or all in one solid paper of twenty pages, and so on all the way up to forty-eight page papers. They can be delivered practically as the pressman desires and the different sections can be pasted together or each section pasted separately and folded together or one section can be printed in colors and the other in black. The color conveniences of the press are almost phenomenal. If the occasion should require it every other page could have a different color. The outside pages of every section in a multiple paper can have one color and the inside sections another. Any of the papers can be printed in colors as required or a small paper can be printed in even more colors if it is thought desirable. The press is in three

DISTINCT SECTIONS.

each section being capable of running independent of the other and printing as many as sixteen pages at a speed sufficient to meet the requirements in case any accident should happen to the remaining sections of the press. A large edition can be run on the full press, then a supplementary edition can be run with any one or two sections, and the mechanical change can be made in less than two minutes. The press is absolutely free from tapes or



CAPACITY OF THE PRESS

72,000—4, 6, 8, 10 or 12 page papers per hour, sheets all inset.

54,000—16 page papers per hour, one-third with two collected sections and two-thirds with sheets inset.

36,000—14, 16, 18, 20, 22 or 24 page papers per hour, sheets all inset.

36,000—18, 20, 22 or 24 page papers per hour in two collected sections with variable number of pages in either section.

36,000—16, 20 or 24 page papers per hour in two uniform sections.

18,000—28, 32, 36, 40, 44 or 48 page papers per hour in two to four collected sections.

CONTROL—Complete Kohler system of 12 stations with push buttons for starting, stopping, accelerating from threading speed to maximum speed of the press, built by the Cutler-Hammer Co., of New York.

MOTIVE POWER—One 75-horse-power, three phase induction motor, 550 volts, alternating current.

One 40-horse-power, direct current, auxiliary compound motor, 500 volts.

One 5-horse-power slow-motion induction motor, 550 volts, three phase alternating current.

WEIGHT—Of press with auxiliary machinery, 125 tons.

I AM THE PRINTING PRESS

BY ROBERT H. DAVIS

I am the printing press, born of the mother earth. My heart is of steel, my limbs are of iron, and my fingers are of brass.

I sing the songs of the world, the oratorios of history, the symphonies of all time.

I am the voice of today, the herald of tomorrow. I weave into the warp of the past the woof of the future. I tell the stories of peace and war alike.

I make the human heart beat with passion or tenderness. I stir the pulse of nations, and make brave men do braver deeds, and soldiers die.

I inspire the midnight toiler, weary at his loom, to lift his head again and gaze, with fearlessness, into the vast beyond, seeking the consolation of a hope eternal.

When I speak, a myriad people listen to my voice. The Anglo-Saxon, the Celt, the Hun, the Slav, the Hindu, all comprehend me.

I am the tireless clarion of the news. I cry your joys and sorrows every hour. I fill the dullard's mind with thoughts uplifting. I am light, knowledge, and power. I epitomize the conquests of mind over matter.

I am the record of all things mankind has achieved. My offspring comes to you in the candle's glow, amid the dim lamps of poverty, the splendor of riches; at sunrise, at high noon, and in the waning evening.

I am the laughter and tears of the world, and I shall never die until all things return to the immutable dust.

I am the printing press.

any device that would cause the sheets to smut.

The latest invention for locking the plates with a single movement is applied to the cylinders, which is quite a time saver when even seconds are valuable. The arrangement for inking and distributing the color has twice the capacity of the former press, the distribution being such that the finest half tones and the heaviest type can be printed on the largest editions without any variation. The papers are delivered in bundles of 50 or 25 as desired and the total count registered. They are sent out from one or both folders as convenience and the size of the edition requires. The cylinders are "staggered," so that there is no pounding or jar from the impression cylinders when running and the press can be stopped so that one-half the plates for the entire edition can be put on without moving the cylinders and the remaining plates may all be put on by a single half turn which is brought about by pressing a button. All the inking rollers can be lifted clear of the plates and cylinders by stopping at a certain point. This avoids flattening of the rollers.

A marvelous invention that makes for convenience and safety is the safety lock buttons which any of the men working on the press can press at the point nearest to where he is located. This prevents the operation of the press until he releases the button. To make this clearer, we will suppose that it is necessary for a workman to go between the cylinders or to go under ground where the press is driven and where the danger is greatest. Until this patent was put upon the market the workman was in danger unless someone watched at the controlling point so that the press could not be started while he was in any position where he could receive injury if the press started. This is no longer necessary. Before entering he presses the safety button nearest to him, there being sixteen in all on the press, and he may then

ENTER WITH SAFETY

and it is impossible to start the press from any part or throw in any of the other push buttons until he comes out of his dangerous position and releases the particular button which he locked for his own safety. Although a very small device this special equipment is quite expensive, but the proprietor of The Sun having in mind the safety of the workmen, insisted upon equipping his machine with this modern improvement and all pressmen who have seen it are loud in their praise of the perfection and utility of this humane invention. No one has yet been injured on any printing press where this safety locking system has been installed.

All the gears on the press are machine cut of the cycloidal pattern so that they roll smoothly without any jar, vibration or backlash. All bearings are lined with phosphor bronze; all the shafts are of forged steel driven into the cylinders by hydraulic pressure. All of the fine working parts subject to excessive wear are of tool steel and gun metal. The machine is the best in every particular that the great firm of R. Hoe & Co. know how to build and they have been acknowledged for generations to be the greatest press builders in the world. A machine of nearly the same capacity of other makes might be installed with a saving of many thousand dollars but the proprietor of The Sun always believes in getting the best, and as everyone who uses fine machinery knows, the best is the cheapest in the end.

While the press is the great big unit in a newspaper plant there are many other machines of wonderful construction necessary in the production of the modern newspaper. To begin with, the linotype machine, which is unquestionably one of the great inventions of the century, has been progressing like all other machinery, and the linotypes in use in The Sun today are entirely different from those with which it started when we went from hand to machine composition. The latest machines installed are of the triple magazine pattern by which six different faces of type are cast by the operator without leaving his seat. These are the only machines of the kind in Lowell and the wonderful product of these machines is seen in the

FINE APPEARANCE

of The Sun. Advertising matter, which was formerly set by hand, is now done almost entirely on the linotype machines, and the devices for producing effects which in some instances surpass the best hand work, are truly marvelous. The equipment and capacity of The Sun composing room is the best in this city and is exceeded only by the large metropolitan equipments.

Two of the latest pattern proof presses are used in both the news and advertising departments and the aerial system of sending proofs to the proof

Lose the Freedom of the Press and all Free Institutions will Perish

room and back is most ingenious and convenient. The makoup department, where the type is put into the pages, is most complete. All the apparatus is new and the benches, tables, racks, etc., were made expressly for The Sun from designs drawn in detail by the proprietor of the paper.

The stereotype department is a veritable speed house. The way the men in that part of the plant will grab the form, run it through the matrix roller and under the steam table, dry out the matrix, search it and cast the curved plates for the press is enough to make one's hair stand on end. All this they do while hardly moving out of their tracks so conveniently are all the machines arranged for the operation. The complete equipment for making cuts, mounting engravings, making advertising stereotypes, etc., is installed in one end of the stereotype room and these finished plates are passed through a slide to the compositors on the other side of the partition, who have hardly to move from their type cases to receive the new cuts or to have alterations or adjustments made by the stereotypers.

Visitors are welcome at any time to see this process of getting out a daily newspaper and every courtesy will be extended to them consistent with the high pressure work necessary in getting out an afternoon edition. It will be more convenient, however, for all concerned if visitors come during the forenoon.

It has often been asked, "Is all this high speed machinery necessary in a city the size of Lowell? This is a pertinent question and this is a good place to answer it. In the first place the people of Lowell are in just as great a hurry and just as impatient to get the news as are the people in Newspaper Row in New York. They are the same American people who want the best and they want it right away. The only way to give it to them is to provide the machinery that will produce it with sufficient celerity. It has often been asked why does an afternoon paper require more speed than a morning paper. The answer is very simple. The readers of the morning paper

ARE IN BED

while it is being produced. The readers of the afternoon papers are on the street wide awake and screaming for the news. A matter of ten or fifteen minutes, except in the case of catching trains, is of little importance in the

morning but a ten minute delay in an afternoon paper that is worthy of the name, is enough to put the edition out of existence. Indeed an edition that is fifteen minutes late in some cases might as well be abandoned. Furthermore, the time for delivering an afternoon paper is very limited. Unless the reader gets his paper now in the early evening he is much dissatisfied. When the mills and workshops ran until six o'clock it was much easier to get

out an edition and deliver it for the evening readers, but now under the 8-hour system shops close at anywhere from 4.30 to 6 o'clock and even the mills are closed and the operatives at home nearly an hour earlier than formerly. They must have their paper when they reach their homes or on their way thereto, otherwise their wants are not provided for.

It may seem ridiculous to the reader, but it is a fact, nevertheless, that the

publishers of afternoon papers are more perplexed over the delivery of the papers than they are over the printing of them. It is possible to put a paper to press and print anywhere from twenty to thirty thousand copies inside of an hour with almost any number of pages, but it is almost impossible to deliver these papers in double that time. The Sun uses every method available with a view to speed regardless of expense, and we are constantly

devising ways and means to get the papers distributed through every avenue in the shortest possible time. Some day underground tube systems may be devised for sending papers to various terminal stations but until something of the sort is provided the great problem of distributing papers, particularly in the afternoon, will be the bugbear of newspaper publishers. The public wants the very latest

news, therefore we are obliged to wait until the last minute on each edition to get in the latest local or telegraph stories in order that the reader of that particular edition may have it, but even then we are often forced for the want of time to leave matter out of one edition holding it for the next in order that the paper may reach our readers on time. One who is down town the latter part of the afternoon

is always sure of getting a

RED HOT PAPER

right off the press but in the suburbs the difficulty is an ever increasing one of getting the latest news to the reader in time to suit his requirements.

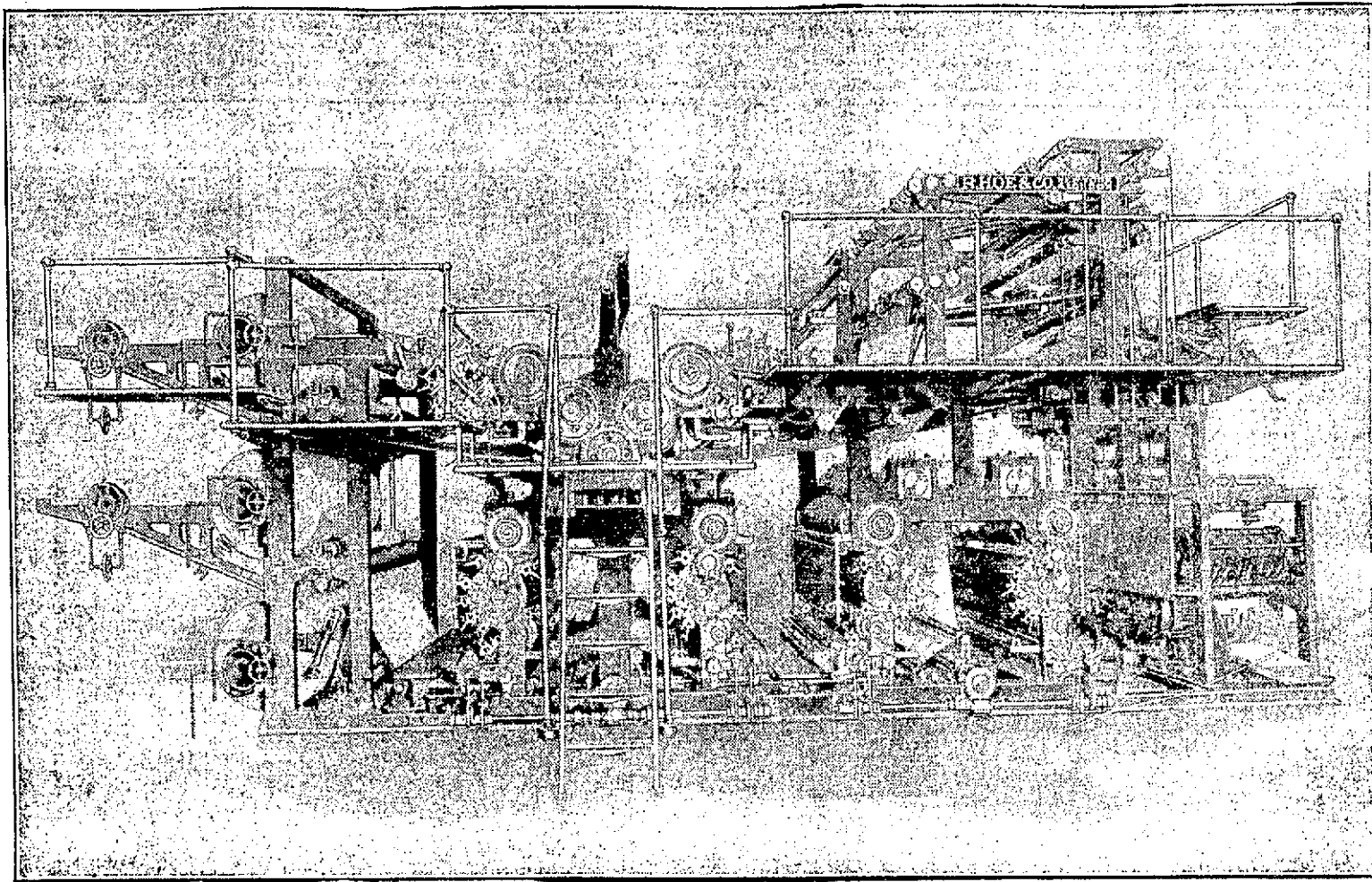
The larger the edition the longer it takes to distribute it. We use the trolley cars to great advantage. Carriers, agencies, delivery wagons, automobiles and every known method of circulating papers have been called into requisition and even with these resources we are sometimes disappointed in delivering as far and as early as we would wish. We are praying for the time when the reader within a radius of ten miles can have his paper within thirty minutes after it is printed. This is the next great problem for the inventor and transportation expert and when it is solved the first to take advantage of any device for rapid distribution will be the publisher of Lowell's Greatest Newspaper.

THE NEWSPAPER AS AN INSTITUTION

Very few people realize the value and importance of a good newspaper to a city and its people. The chief functions of a newspaper are threefold. First to furnish the news both local and telegraphic at the earliest possible moment and in clear, readable form; second, to serve as a medium of publicity for advertisers who want to reach the public; and third, to offer leadership and advice to the people in every important movement through the editorial columns.

It is plain that the larger the circulation of a newspaper, the more valuable it becomes as an advertising medium. This fact has become so patent to publishers and to business men generally that in recent years advertising rates have been regulated by circulation. Formerly a great many people were imposed upon by false claims as to circulation. Lowell business men had their experiences in this respect, but The Sun always invited the fullest investigation as to its circulation and of late years it has so arranged its press that an expert watching the "run" from the sidewalk and knowing the rate of speed could tell how many thousand papers are printed. Moreover, visitors are always welcome to any of the departments.

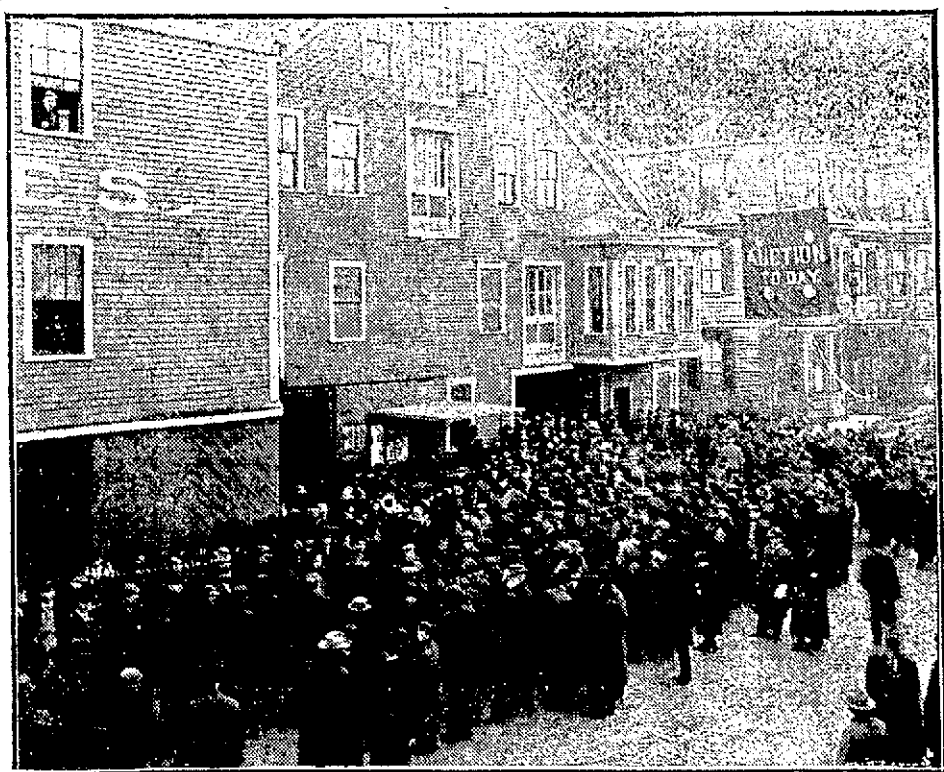
As an advertising medium The Sun is unsurpassed by any paper in the



SIDE VIEW OF THE NEW LIGHTNING SEXTUPLE PRESS
Showing the Paper Rolls and the Travel of the Webs

C. H. Hanson & Co. INCORPORATED

HORSES, CARRIAGES AND HARNESS



A Thursday Sale at Hanson's, Rock Street

OUR AUCTION SALES

Are held every Thursday in the year (except holidays). They are good for both buyer and seller. If you need a horse, harness or wagon you can get it at Hanson's Thursday sale. If you have anything to sell you can sell it at HANSON'S THURSDAY SALE AND GET YOUR MONEY THE SAME DAY.

We Do Freight Forwarding, Rigging and Teaming

WE MOVED THE SUN—We Worked All Night to Do it.

Night or Day, We are Ready to Work for You.

CARRIAGE and WAGON REPAIR WORK

A little better than other shops, that's the Hanson Work.

TAKE YOUR MOVER WAGONS TO HANSON'S—We have all the parts ready all the time. When we paint them, they look as good as new.

The Lamson Company

161 DEVONSHIRE ST., BOSTON

Works at Lowell, Mass.

All the copy carrying tubes, electrotpe lifts, aerial proof carriers and stereotype plate drops used in The Sun Office were built and installed by this company. We also constructed and installed the street bulletin system in use by The Sun.

We are prepared to furnish drawings and estimates for similar newspaper installations at short notice.

Rapid equipment for carrying papers, plates, copy, bulletins, proofs, etc., from one part of the building to another is our specialty. Tell us your needs and we will submit plans and give expert advice on the best means of meeting your requirements.

ADDRESS ALL COMMUNICATIONS TO

The Lamson Company

161 DEVONSHIRE STREET,

BOSTON, MASS.

A Yellow Newspaper is a Nuisance and a Public Menace

state, outside of metropolitan Boston.

As a newspaper, The Sun is unsurpassed by any metropolitan paper in the rapidity with which it gets the news into print and delivered to the people. The residents of Lowell have learned to rely absolutely upon The Sun giving them all the news, when

yellow journal, but on the contrary, it has condemned the "yellows" and their methods as one of the most pernicious prestidigitations of the press that has ever appeared in this country. While there is a considerable portion of the reading public ready to buy sensational papers in preference to all

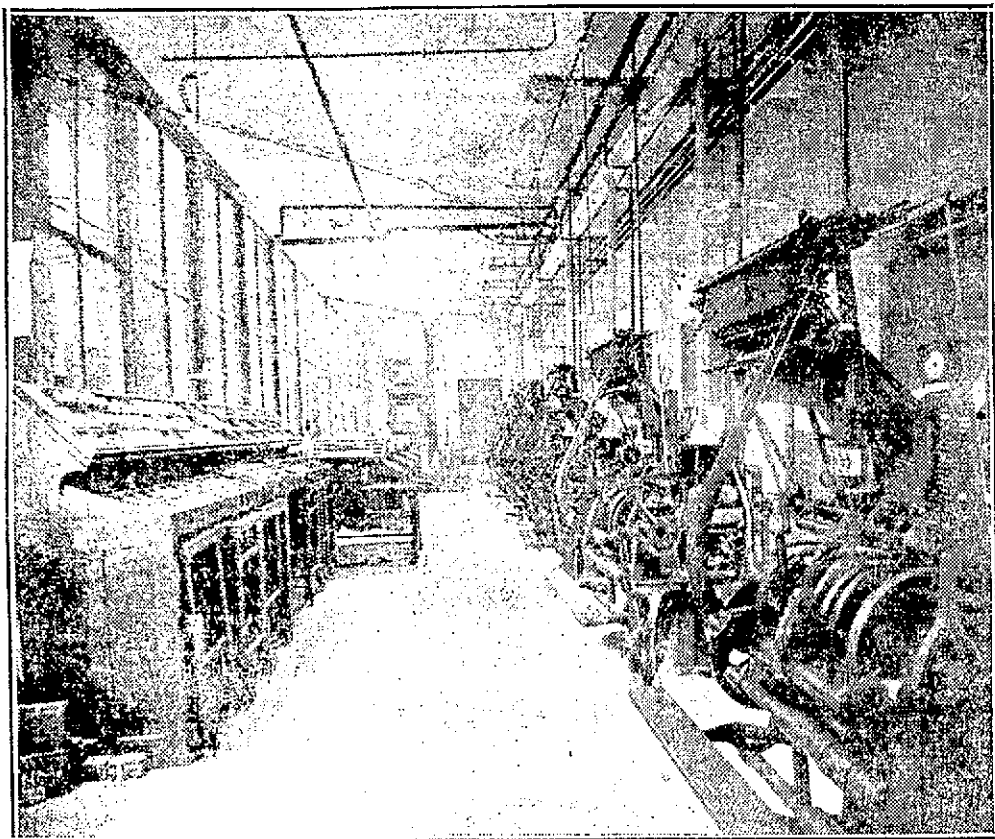
papers, yet some people foolishly supposed that the Boston papers had more or later war news than did The Sun. Those who labored under this delusion and bought Boston afternoon papers in Lowell usually received papers printed either early in the morning or late in the forenoon while The Sun was

in the afternoon Courier, which united to cover the morning field in which the Courier-Citizen has found well earned success. The people of Lowell, including the advertisers, are very much better served by their present local papers than when there were four times as

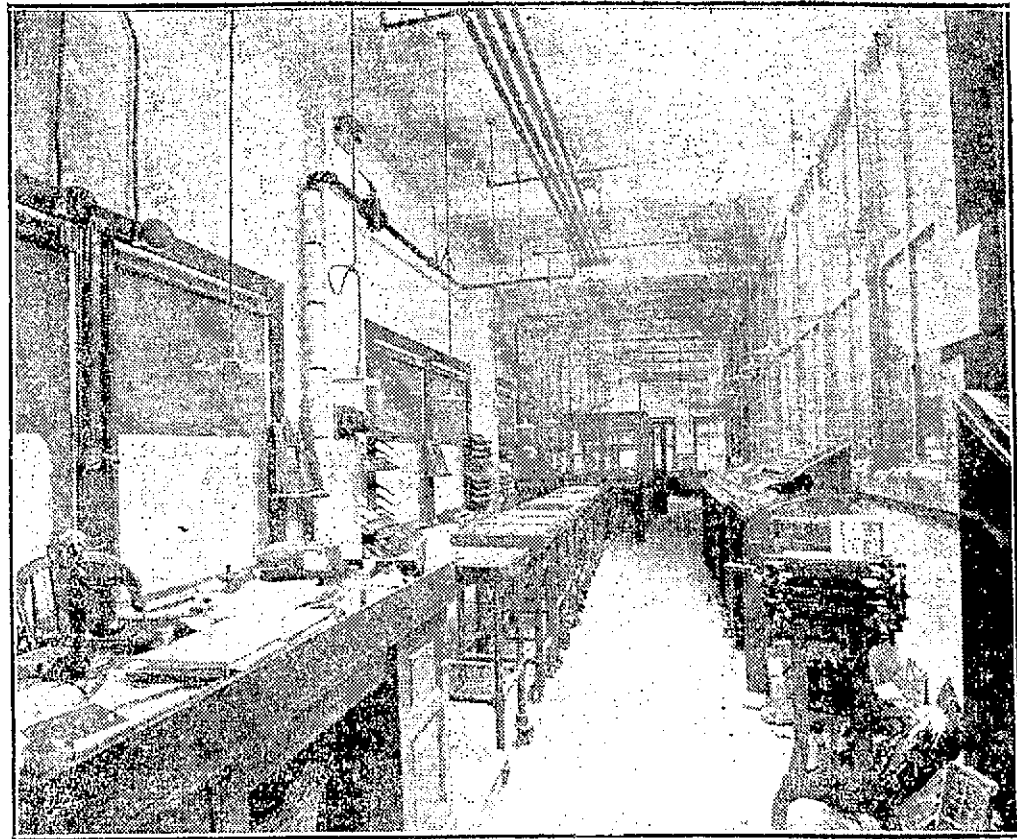
many, all struggling for existence. In a memorable controversy over circulation, an expert came to Lowell to investigate the circulation claims of the different papers. After going through the city and getting the facts, he published the results and had this to say of The Lowell Sun: "The Lowell Sun has the largest circulation in Lowell. It is a one cent evening newspaper. Its success is the work of Mr.

John H. Harrington, its proprietor. Mr. Harrington is a pusher. He believes that a newspaper should reflect the character of the enterprise of the one man who runs it, and that a newspaper cannot be made a great success unless it is run by one man. His paper is an exemplification of the correctness

new, and its loyalty to the people at all times, standing for their rights and for what it felt and knew to be their best interests whether in politics, in business, or in legislation. Another reason why The Sun succeeds is, that it is owned, guided and directed by one man, whose decision is



VIEW OF THE SUN COMPOSING ROOM



VIEW OF THE "MAKE-UP," SUN COMPOSING ROOM

It is news, not when it is ancient history. The news may be divided into local and telegraphic. Under both heads The Sun shows a wise discrimination as to the limits of decency in the matter presented and in reliability of statement. It has never published fake stories simply to attract attention; it has never wallowed in the salacious for the sake of increased sales, and never adopted the methods of the

others. The Sun has never catered to this element, and the fact is apparently appreciated by the rest of the community which we rejoice to say is greatly in the majority. The Associated Press service of The Sun is the same as supplied to the Boston papers and is in all cases strictly reliable. The war news during the Balkan struggle was published in The Sun quite as early as in any of the Boston

on the street with news dispatches at least four hours later than those published in the Boston papers offered here for sale at the same hour. Some people are thus fooled because they do not know the advantages possessed by a live local paper for giving the news up to the minute of going to press. The Sun has never made a practice of trying to increase its circulation by publishing scandals or nauseating de-

many rivals dropped out of existence one after another, after a long continued struggle to meet The Sun in competition. First it was The Lowell Star, then The Morning Times, next The Morning Mail, which, however, left behind an evening edition, destined soon to follow its predecessor into oblivion. The Daily News after a varied career also passed off, as did the Vox Populi, leaving but the morning Citizen and

many, all struggling for existence. In a memorable controversy over circulation, an expert came to Lowell to investigate the circulation claims of the different papers. After going through the city and getting the facts, he published the results and had this to say of The Lowell Sun: "The Lowell Sun has the largest circulation in Lowell. It is a one cent evening newspaper. Its success is the work of Mr.

of this theory." We mention these things to show that The Sun has not won its present eminence as Lowell's Greatest Newspaper issued from Lowell's best and most beautiful building, without a struggle, in which, however, the outcome was never in doubt as far as the publisher of The Sun was concerned. The secret of The Sun's success has been its promptitude in publishing the

prompt and final in all matters of policy, so that no time is lost in chasing up boards of directors or stockholders to decide upon the paper's policy in regard to any particular question or situation, or any problem that may arise. The Sun is democratic in state and national politics, believing that the democratic party is more devoted to the service of the people than is any

Lowell Gas Light Co.

GENERAL OFFICE - - - - SHATTUCK STREET
WORKS, SCHOOL STREET
APPLIANCE STORE - - - - 198 MERRIMACK ST.

We have furnished the inhabitants of Lowell with an uninterrupted supply of gas for over sixty years.

We now serve Lowell, Chelmsford, Dracut and Tewksbury.

"LoGasCo" Coke, "LoGasCo" Tarite and "LoGasCo" pitch are also popular products of our works.

"LoGasCo" Coke is the ideal and cheapest fuel for stove, boiler or furnace.

Orders for "LoGasCo" Coke will receive immediate attention

Lowell Gas Light Co.

ESTABLISHED 1842

RELIABILITY

Adams furnished the linoleum for every office in the Sun Building.

The window shades for all the windows in the Sun Building were made and put up by Adams.



Looks Like Hard Wood—Costs Less—Wears As Long

No cracks or crevices where dust can accumulate, no inlays or boards to work loose, warmer and more elastic to the tread than hardwood—

RIXDORFER
Parkett Floor Covering

[IT COMES IN ROLLS]

is the best and most sanitary floor covering for bedrooms, nurseries, dining rooms, libraries, billiard rooms, and all good rooms in the house.

In rolls, 78 inches wide, in beautiful inlaid, natural wood designs; economical, practically "unwearoutable." Easier to clean than carpets or hardwood floors—the ideal floor covering.

Positively the greatest thing ever produced for hotels, clubs, hospitals, schools—every kind of big building where hard wear would put anything else literally "out of business." Great saving as well.

\$1.50 A SQUARE YARD

Let us figure on linoleum for your rooms as we have a variety of designs in inlaid tile effects—plain colors and printed figure linoleums.

From 70c to \$1.50 a square yard, all laid.

ADAMS & CO.

FURNITURE—RUGS—CARPETS

Appleton Bank Block

174 Central Street

The Press is the Greatest Bulwark of Human Liberty

other. In municipal politics, party lines have been wiped out and to the people without distinction of party is left the duty of selecting candidates and of electing them afterwards. One thing The Sun never does, however, is to hang on a political fence, or what is even worse, to advocate both sides

in any of its branches. This may seem a trifling matter but we can state without fear of contradiction, that it represents a loss of thousands of dollars annually particularly in election times, when the question of license is involved. But whether the people vote license or no license, The Sun stands

the form of radicalism represented by the I. W. W., syndicalism and other revolutionary movements that are highly injurious rather than beneficial to all workmen.

The Sun has always advocated liberal expenditure for education, for public parks, public streets and permanent

relief if one were provided.

Another thing which The Sun has steadily advocated is, the diversification of our local industries so that the people may not be nearly so dependent as they have been upon the textile industries which are probably the most sensitive to business and political dis-

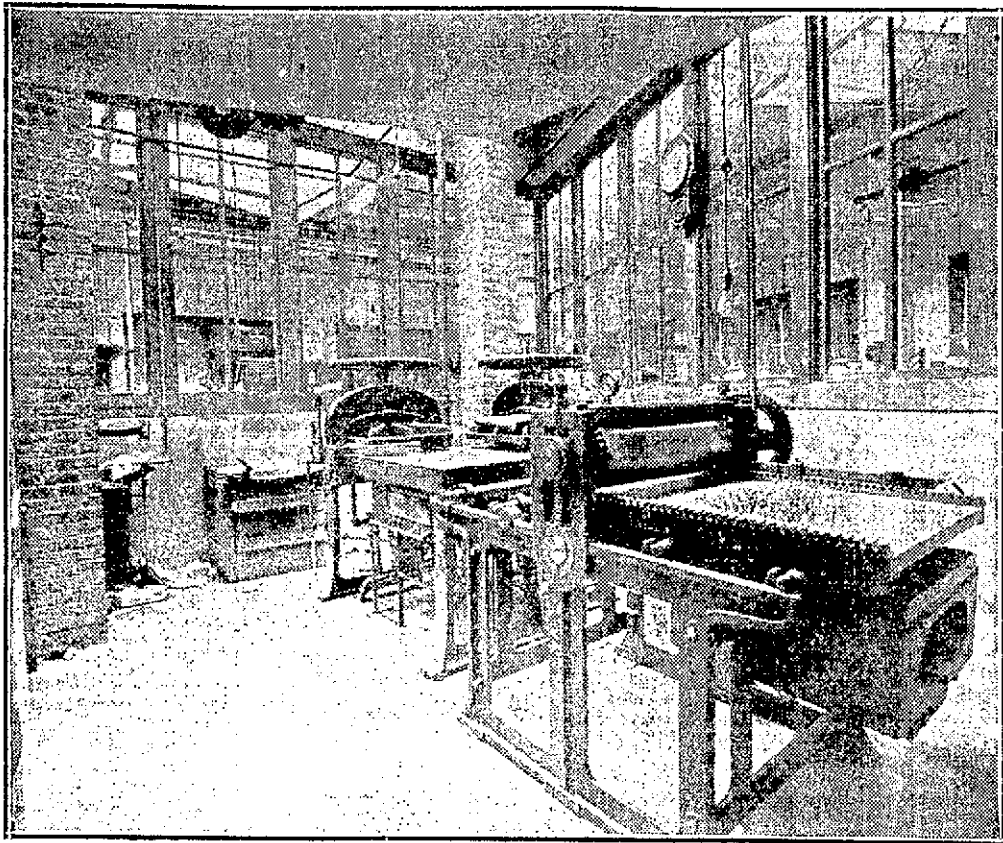
village of North Chelmsford.

The Sun's opinions have never been for sale or to let and neither advertisers, political bosses nor corporation magnates have been able to muzzle The Sun, to dictate its policy or to prevent it from denouncing the wrong

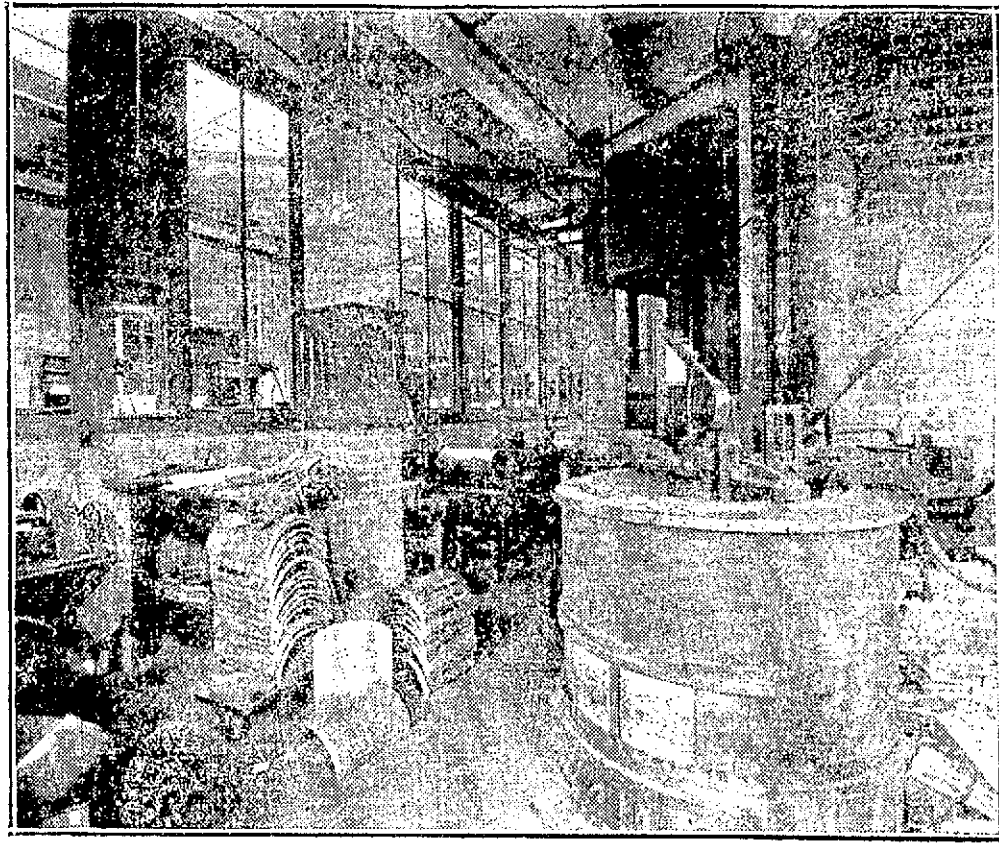
cannot get the endorsement of the press, there is an impression that the modern newspaper is controlled by the advertiser and that reporters deliberately lie. The truth is, that the decent newspaper is conducted on as straight lines as any other business. The advertiser does not control the paper's

of his information.

The newspaper is such a great aid to clean government that it has become indispensable. Most all of the corruption recently exposed and punished in American cities was first denounced by the press and it was only by the continued criticism of the press



VIEW IN STEREOTYPE ROOM, Where the Matrices are Made



VIEW IN STEREOTYPE ROOM, Where the Plates are Cast

of a question at the same time. The people know where The Sun stands on every public issue and know, too, that it never runs away from an adversary.

The Sun is opposed to the liquor business, to its influence in politics and its injury to the homes and the community at large. For this reason, The Sun has steadily refused all advertising of saloons, or of the liquor business

for strict enforcement of the law without fear or favor, and what it insists upon in regard to the liquor business, it demands in reference to every other business, that is, the strict enforcement of every law on the statute book.

In its editorial policy The Sun stands for fair play to all classes, to the toilers who work for their daily wage, for the mill men and others who employ them, while it is honestly opposed to

improvements by which the comforts and conveniences of all the people may be promoted. The Sun is also in favor of a public hall which is so very essential in times of public excitement, public celebrations, conventions and even in political campaigns. If a public hall would relieve the citizens of the disturbance and annoyance of street corner rallies, then it would be a great

turbance. We are gratified to find this movement making rapid progress, a fact that may be judged from the steadily increasing number of our shoe shops and other industries recently established. To promote this growth and afford greater facility for future growth The Sun advocates the acquisition of new territory by annexation so as to include that part of Dracut known as the Navy Yard and also the

or defending the right.

The Sun has never betrayed the people and if they always followed its advice in disregarding political shams and humbugs, they would not be fooled as often as they have been in men who adopt various methods of deceiving the public and getting election to office under false pretences. In some quarters, chiefly among the dupes of unscrupulous politicians who

policy and any paper so controlled would be unworthy of publication. Reporters are beyond question one of the most reliable classes of men in the entire community and if untruths or inaccuracies appear in their reports, it is because those from whom they seek the truth, tell untruths. The reporter's position depends upon his being at least as reliable as the sources

that it was throttled in San Francisco, in St. Louis, in Philadelphia, in Chicago, New York and other cities. Were it not for the criticism and vigilance of the press corruption would become rampant throughout the land.


The service which the honest newspapers have rendered in this respect has been of incalculable value to American cities. Yet these newspapers

BARTLETT & DOW HARDWARE DEALERS

216 Central Street, Lowell, Mass.

All the paper roll lifts for The Sun Press, together with the equipment for dropping the rolls into the press room, were furnished by us. We also furnished the best and most satisfactory hardware used throughout the building.

THE FAMOUS CORBIN DOOR CHECKS for which we are sole agents were installed after a competitive test against all the leading makes in the country.

 We can serve you if you want hardware of any kind, in any quantity.

DESTRUCTIVE COMPETITION IS

often monetary—price combining factor and consideration as well.

RESULT

Dissatisfaction on part of buyer or seller and usually distrust on both sides.

WHICH SIDE ARE YOU ON

There is no half-way. Either you approve or disapprove

BUT

your judgment will tell you upon which side the stability of business depends,

CONSTRUCTIVE COMPETITION IS

rarely monetary—service being the controlling factor and money the consideration.

RESULT

Co-operative satisfaction in that buyer and seller both profit.

Personally we're strong for the constructive and if you are working along the same lines, to get in touch with you would be a pleasure. Just phone 2244 or write,

BARR ENGRAVING COMPANY

53 BEECH ST.,

LOWELL, MASS.

 MAKERS OF THE SUN ENGRAVINGS

A Free Press is the Palladium of the People's Rights

do not get credit for their work in behalf of clean government.

When some ministers thought of getting out an ideal newspaper and undertook to publish a paper such as in their opinion Christ himself would publish were he on earth, the result was not nearly as good even from the Christian standpoint as hundreds of papers published by laymen throughout the year without any pretence to religious motives.

Next to the church the press is the greatest power for good in the land and its work should not be scoffed at

minimized or misrepresented, because of the shortcomings of a small number of unprincipled newspapers or by the frothings of the yellow journals and sensational sheets which make a specialty of scandal and scurrility.

THE FLAGS OF ALL NATIONS

Since the erection of the new Sun building it has been the custom of the proprietor to float the flags of all the leading nationalities represented in our population from the flagstaff of the building on their respective national festival days with the Stars and

Stripes above them. For this practice there is a special reason.

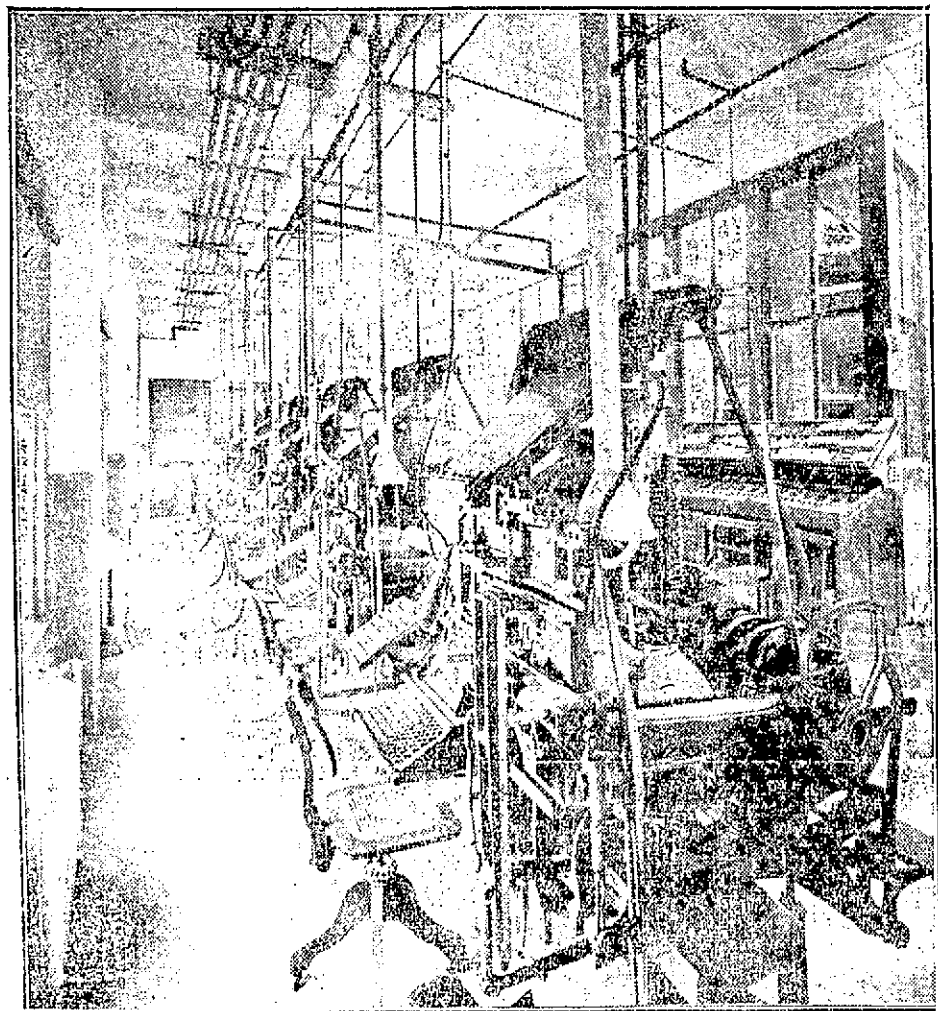
In carrying out this idea of floating the flags of all nations from the flag pole of the Sun building, some difficulties had to be encountered that are not at first apparent. Mr. Harrington decided that if the innovation was to be entirely successful, no nation of any importance was to be overlooked, and he turned over to the manager of the building the task of providing the various flags. Many firms in America advertise themselves as makers of the flags of all countries but their cata-

logues almost invariably showed that some important emblems were missing. Accordingly in some cases the representatives of foreign nations acting in some official capacity in this country were communicated with, and the result was that stored in the Sun building are the flags of practically all the nations that claim a flag, waiting for their respective days of celebration to wave above the home of The Lowell Sun.

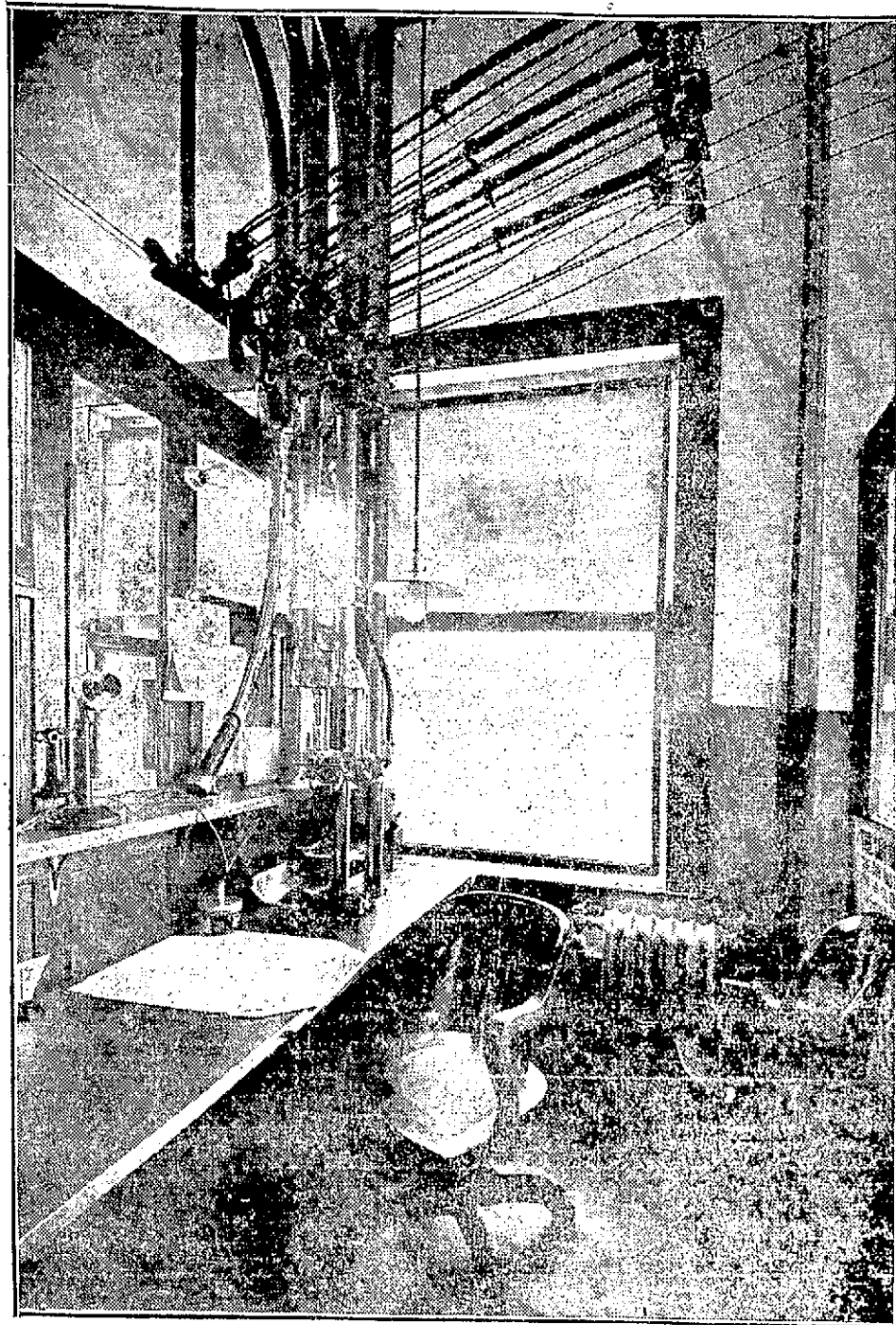
Another problem was to decide the proper day on which to fly the flag of some country whose chief festival was not clearly defined. Many members of some races when interviewed held different opinions as to what might be considered the national holiday, and to decide the matter the problem was again referred to the consul or ambassador of the country whose chief holiday was under consideration. In this way the proper day was clearly established beyond the shadow of a doubt. Some nations have fixed holidays such as our Fourth of July, but in other cases the birthday of a king or emperor is officially celebrated as the greatest day in a national sense. In some countries the anniversary of the birth or death of some great national hero is held especially sacred. The manager of the Sun building has had an excellent opportunity to add to his fund of historical and geographical knowledge by the authorities he has consulted and the many letters received in his quest of national flags and the proper day or date on which to float them from the flag pole of the Sun building—under the Stars and Stripes.

It is with a look of surprise, and in many cases of delight blended with some tender emotion, that hundreds have looked up from the busy streets to see an unusual emblem floating from the summit of Lowell's highest and most beautiful building since its completion. It may be the brilliant blue and white flag of Greece, the tricolor of France, the red, white and green of united Italy, the fair flag of Sweden, the emerald green of Ireland with its golden harp, the many-barred flag of the New China, or any of the others which have heretofore been strangers to most of our people. These flags have added a touch of genuine sentiment to our prosaic business life and they have meant much to those who have reasons to love them as strongly as those which bind the hearts of our own people to Old Glory, the grandest flag of them all.

The floating of the flags of all nations from the summit of the Sun building is typical of the spirit that will mould the people of all races coming to our shores into a grand Amer-



BATTERY OF LINTYPES, SUN COMPOSING ROOM



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Tyrants Dread an Honest Press More Than a Hostile Army

lean citizenship. Those who come to America from distant climes, dazzled perhaps by the greater opportunity here or the promise of freedom, bring in their hearts love of country and love of kindred. Feelings of reverence for national memories are blended with their deepest and holiest thoughts. They should not be told that in the abandonment of reverence for what they have held sacred lies their only chance to adopt the qualification of American citizenship. While they are being urged to love and respect all that America gives them they should be shown that America will respect their feelings and traditions. The foreigner who comes out of the mill or workshop tired and dispirited after a hard day's work will be made a better American, if on raising his eyes he sees floating on the summit of the Sun building, under the protection of the American flag, the symbol that to him means so much that is holiest and dearest in life. The veneration of an adopted citizen for his mother land as represented by her flag may be compared to his love of his mother, while his devotion to the United States may be likened to the love of his wife. That a man venerates the flag of his motherland does not detract from his loyalty to the Stars and Stripes. Therefore we say, long may the flags of all nations float from our flag staff in the free air of America over the hosts of foreigners and descendants of foreigners, all loyal to the Stars and Stripes.

MAGNIFICENT OIL PAINTINGS

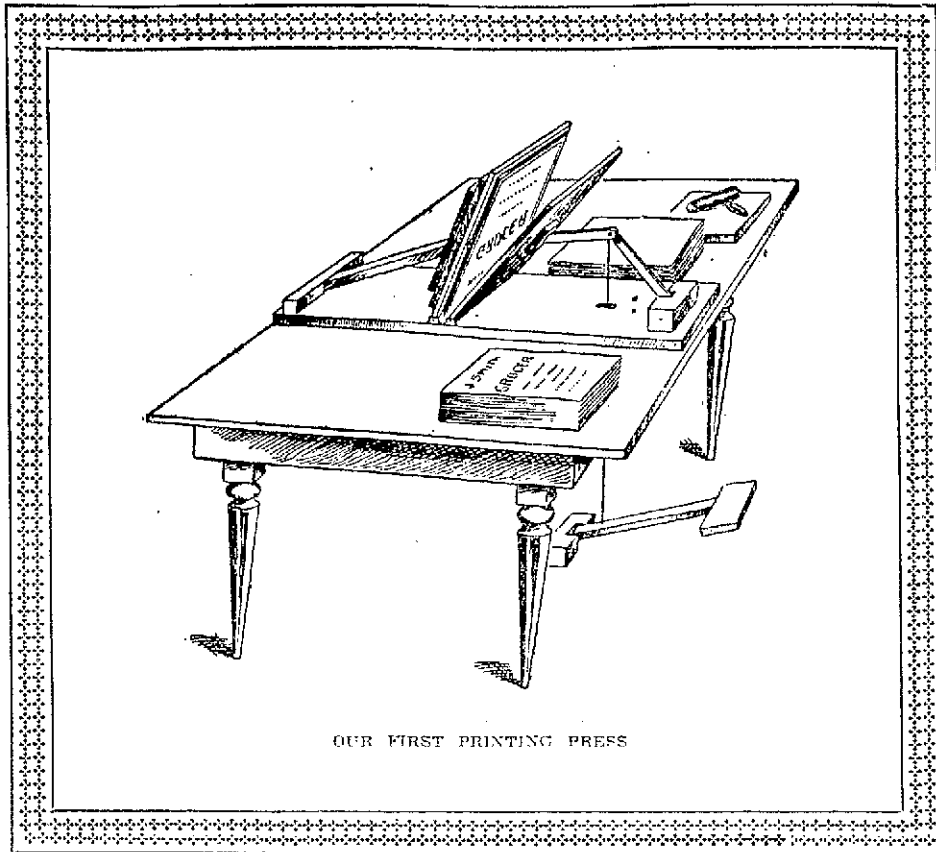
Two magnificent oil paintings have been hung in the business office of The Sun and on account of their artistic merit and the interesting local subjects treated, they have elicited a great deal of favorable comment. Reproductions of these paintings appear on pages 1 and 2 of the third section of this issue of The Sun. They are very appropriate for a newspaper office, showing, as they do, in the most artistic manner the source of our water power as "the cause" and a long line of factories on the river bank as "the effect"—explaining our location and industrial growth as a great textile city.

One of the paintings represents Pawtucket Falls, which, as all know, is the beginning of the water power system of Lowell; the other, the mills on the Merrimack, taken from Bridge street on the Centralville side showing the raceways through which the water passes after turning the turbines.

The paintings are each about twelve feet long and the perspective is so true and the coloring so artistic that both scenes are pronounced wonderfully accurate and faithful in every detail. The lights and shades of the ever blending landscape hues are brought out with a degree of artistic technique that is indeed very rare.

Both paintings are the work of the well known local artist, Mr. John I. Coggeshall, and are generally conceded to be his masterpieces.

The proprietor of The Sun commissioned Mr. Coggeshall a year in advance of the completion of the Sun building, to produce these two paintings. The work was started in his studio at Lanesville on Cape Ann, near Gloucester, where Mr. Coggeshall



OUR FIRST PRINTING PRESS

spends the greater part of his time and does most of his work, but both canvases received their final touches in his Lowell studio.

Both paintings are made from special sketches and studies by Mr. Coggeshall and they are conceded to be faithful reproductions of the beautiful scenes they depict: The view of the Falls includes a perspective view from the bridge up the river reaching almost as far as North Chelmsford. The foliage on one side and the active boating scene on the other make a beautiful subject. The Vesper club boathouse, the ice houses, and even the steamer departing for a trip to the island, are shown in a most faithful manner.

The rocks on the Pawtucketville shore, which represent over two weeks of study and labor on Mr. Coggeshall's part, are so very faithfully done, that residents in that vicinity actually pick out the formations to the minutest detail. The scene represents early summer on the river when the Falls and the surrounding country are at their best.

The painting of the mills takes in the entire stretch from Centralville bridge to Aiken street bridge, including the Scott, Merrimack and Lawrence mills, with all their stories, belfries, chimneys, raceways, etc., depicted with a realism that bespeaks the master touch of the artist. The reflection of the chimneys in the moving water is conceded to be a most marvelous work of the artist's brush, and the coloring is so true as to almost lead one into believing that he is standing on Bridge street viewing the actual scene.

OUR FIRST PRINTING PRESS

Adjoining is a sketch of the first press built and operated by the proprietor of The Sun and his brother in 1866. It was built of wood with iron braces and erected on a common kitchen table. The work of construction was carried on nights and occupied about three months, the boys being obliged to work in the mill in the day time. Through the centre of the table ran an iron rod connecting the toggle of the press with the impression lever which was operated by foot. The inking of the type was done by hand and the press was used for printing paper bags, business cards, etc. The capacity of the press was about 200 impressions an hour. The boys worked on the press nights after their day's labor in the mill, and it generally took about three or four nights to print 1,000 paper bags, for which they received the munificent sum of 75 cents. Two thousand impressions a week was the average output of their little printing office, which was situated in the attic of a tenement building in Market street on the site of the brick structure now owned by the heirs of Mr. N. J. Wier. The size of the sheet which it was possible to print was about one-quarter of a page of The Sun.

Everything has a beginning and every good thing has a small beginning. The little press illustrated above, built and operated by two boys in an attic forty-eight years ago, was the real beginning of The Lowell Sun. Thoughtful people will need no better illustration of the wisdom of the prophet who said: "Despise not the day of small things."

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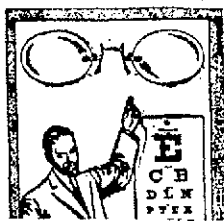
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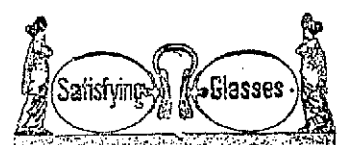
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That's the kind you want, that's the kind you get, if I make them. If you wear glasses, are you satisfied that they are fitted to your eyes, are the lenses made the proper shape to look good on you. Have they given your eyes that relief which you expected they would.

Can you read and work without any effort of the eyes. Can you attend the theatre without your eyes becoming tired and aching.

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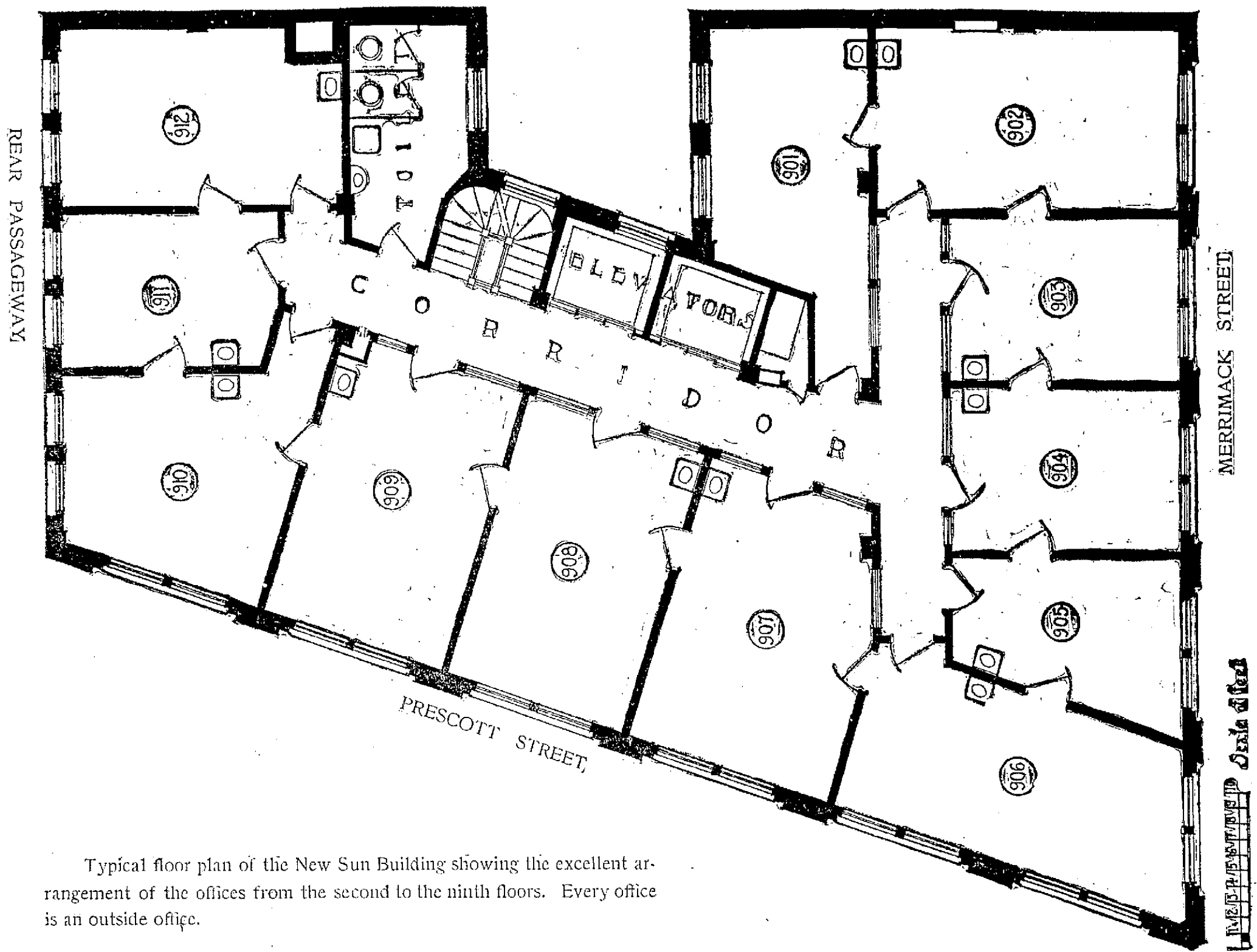
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Typical floor plan of the New Sun Building showing the excellent arrangement of the offices from the second to the ninth floors. Every office is an outside office.

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Dentist in Lowell
Who Can Do Ab-
solutely Painless
Dentistry.

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LOWELL THE HOME OF INDUSTRY

STORY OF THE
SPINDLE CITY

Lowell a Pioneer in the
Great Textile Indus-
try of the World

A Hive of Busy Workers
and a City of Con-
tented People

Many excellent histories of the city of Lowell have been written by men and women who have been desirous of paying the tribute of lasting remembrance to the city's founders, as well as to relate the narrative of her progress from the earliest days. Furthermore, there accounts have dealt with every phase of the city's growth and prosperity.

It is not our intention to write another history of Lowell. Believing, however, that some of the most important and most noticeable bits of Lowell's history are unknown or at least but dimly guessed at by many citizens, perhaps because business cares, and interest in the future of the city have prevented a delving into her past, it is The Sun's intent to summarize the various periods of the city's

progress as briefly as possible into a Story of Lowell that will befit the souvenir Industrial edition of her greatest newspaper.

That Lowell has grown to her present important position among the industrial cities of the country is due to two principal facts, namely, the quality and fine stamina of her founders and her citizens, and the wonderfully favorable topography of her location. In regard to the latter fact, we glean from the histories the accounts of the discovery of the Merrimack

and Concord rivers, and from subsequent settlements we are aware that the first of those hardy colonists from whom are directly descended many of the present residents of "The Spindle City," realized the great value of instituting a settlement at the junction of the Merrimack and Concord rivers. Thus, the abundant water power of the two streams is one of the prominent factors in the city's greatness. One historian, familiar with the writings of Herodotus of Egypt and the Nile, makes use of that ancient writ-

er's phraseology in calling Lowell "a gift of the Merrimack." How that natural source of power was augmented and in fact practically doubled or tripled by skillful engineering will be recounted briefly on another page.

Forgetting for the moment, industry, and shutting our ears to the hum of the mammoth mills, the sounds of which and the thoughts they inspire within our practical, calculating brains, cause us to dwell rather upon the financial realization of Lowell resulting from her successful record, let us glance for a brief interval at the

more romantic chapters in this remarkable story.

Those who are familiar with America's early history and more especially with the deeds of the first colonists who settled in New England, are aware that Lowell and Lowell men have contributed their generous share to the glowing pages of the record, not by the pen, but by acts of bravery and patriotism which have since the days of the first men, inspired the wielders of the pen.

Centuries ago, when Pawtucket Falls

formed the favorite fishing ground of the Indians, the very center which we now refer to as "The Square" may have been the site of the central part of one of the Indian villages; perhaps at the very spot where now towers

THE SPLENDID SUN BUILDING

may have been erected the wigwam of the chief, with his subjects busily engaged in recording for the eyes of the other tribes, and the coming generations, the great deeds of the proud redskin leader, by means of blanket weavings and picture stories, for at

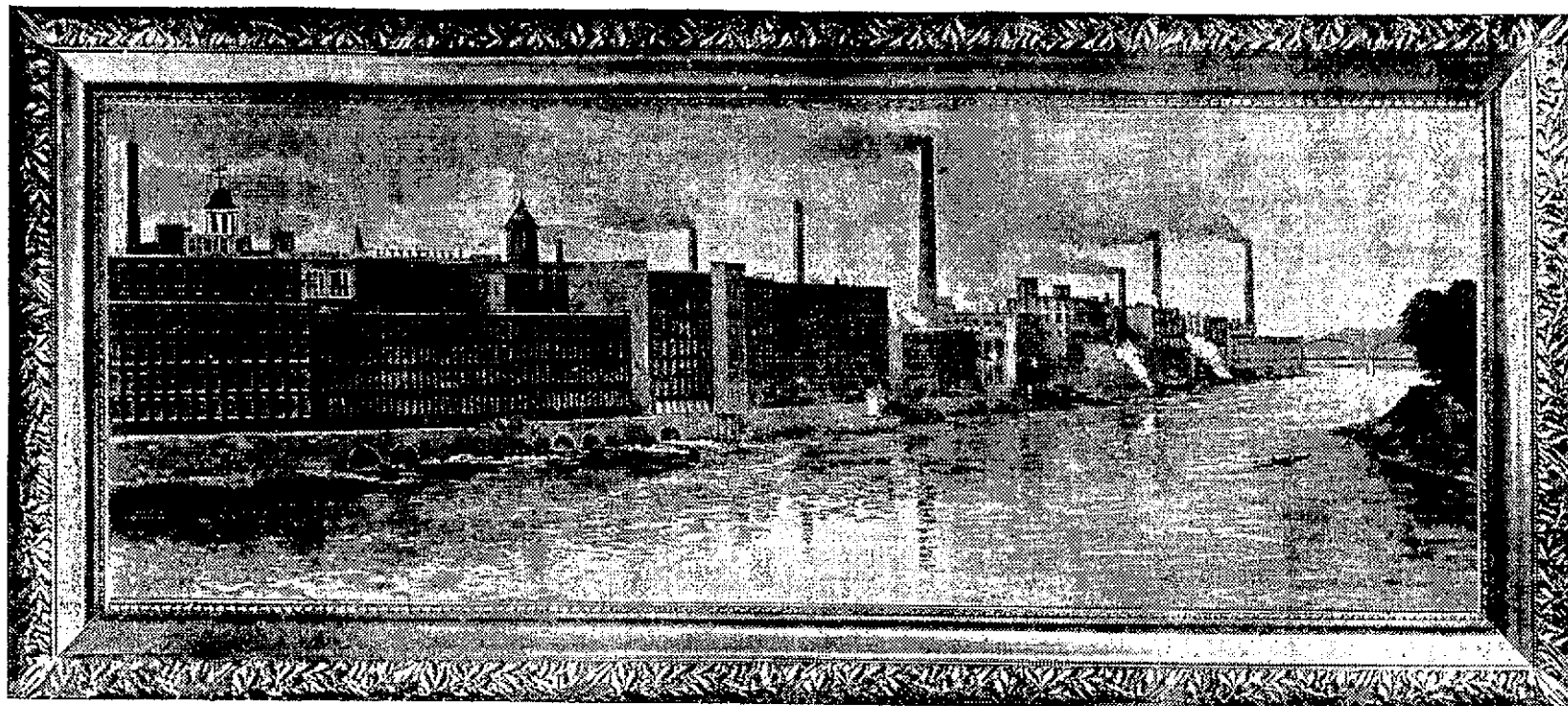
LOWELL GOODS
ARE FAMOUS

Sold in All the Great
Markets of the World
and Never Excelled

The Standard of Excel-
lence for Three Gen-
erations and More

that time the ground was not shaken by the humming of a great press, and the typographic art was yet to be evolved to a point where four editions a day would emerge from the spot where the wigwam stood.

We might begin with the discovery of the Merrimack river, which took place under the auspices of Henry the Fourth, known as Henry the Great, whose reign is recorded as one of the most brilliant in the annals of France. In the year 1603 Pierre Du Gua, Sieur de Monts, a prominent Huguenot chief, was created lieutenant-general and vice-admiral and vested with the powers of governor of New France, which at that time embraced our eastern and middle states, together with the Dominion of Canada. This new dominion was then called Acadia.



MILLS ON THE MERRIMACK RIVER AT LOWELL, MASS.
From Coggeshall's Great Painting in The Sun Office

Merrimack Manufacturing
Company

FOOT OF DUTTON STREET

INCORPORATED 1822

CAPITAL \$4,400,000

HERBERT LYMAN, Treasurer

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INCORPORATED 1825

Hamilton Manufacturing
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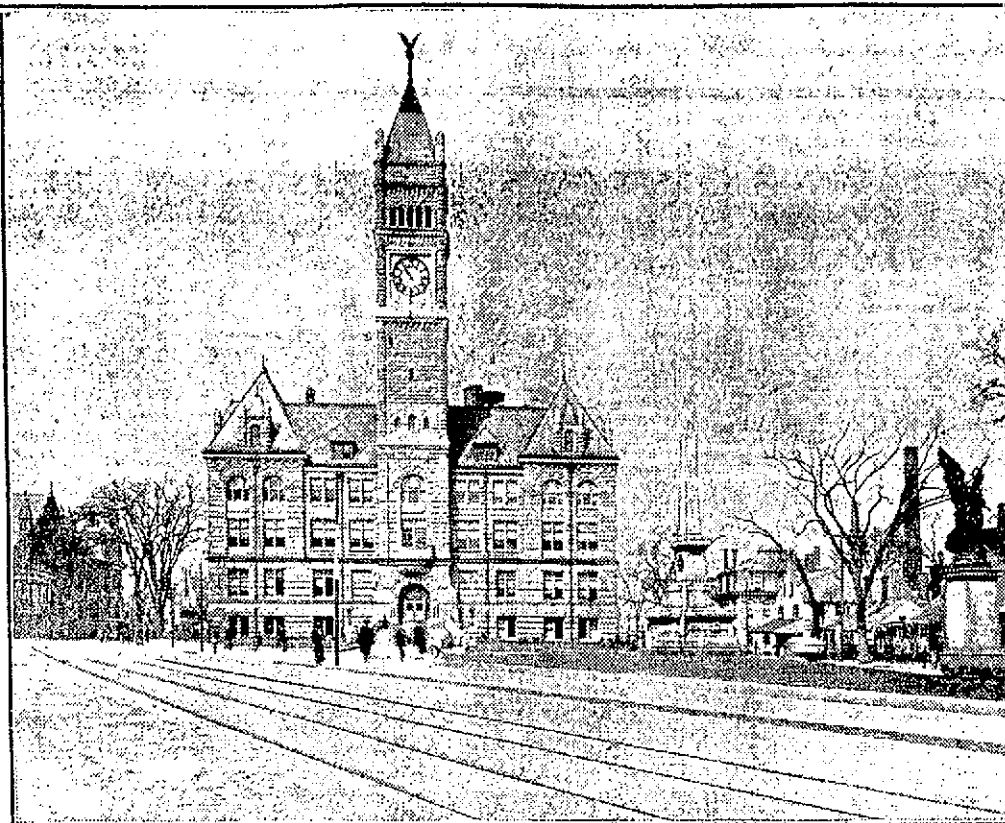
THE CITY OF TIRELESS ENERGY

On the seventh day of March, 1604, De Monte set out with an expedition to establish a colony in the territory which he was to rule. He arrived early in April and at once engaged in conversation with the Indians along both rivers, centuries ago were heard the warwhoops of the warriors, the war dances were executed and later the pipes of peace were smoked.

About 1647 Rev. John Eliot "the Apostle of the Indians" began missionary work among the tribes and in 1653 established where Lowell now stands a settlement of converted Indians which was known as Wamesit. This a few years later, figured prominently in the Indian history. About the same time, Captain Simon Willard and Captain Edward Johnson, under a commission from the Colonial government, sailed up the Merrimack to Lake Umbagog and explored the territory along the banks. This trip inspired them with a realization of the great promise of the country and the opportunity for development. As a result of their trip, a new impetus was given to the work of establishing settlements, and that impetus was felt by those who had located in the district which at present comprises the city of Lowell.

On May 14, 1655, the general court incorporated the towns of Billerica and Chelmsford, both of which later figured prominently in the work of establishing settlements, and that impetus was felt by those who had located in the district which at present comprises the city of Lowell.

The canal was built in 1794, and the city of Lowell was founded in 1826. The city of Lowell was founded in 1826, and the city of Lowell was founded in 1826.



CITY HALL, LOWELL, MASS.
Showing Ladd and Whitney Monument and Statue of Victory.

who had gained the confidence of the Indians by their kindness, and evident lack of desire to rob them. In order to secure the Indians from being dispossessed of their lands, procured the passage of an act by the general court, setting aside a certain territory, which included a portion of the land upon which our city now stands, for the exclusive use of the Indians. The general court later modified the bounds of the Wamesit reservation, and of the town of Chelmsford, and a ditch, traces of which are said to be still visible, was cut to mark the boundaries of the reservation.

The section of Belvidere known as FORT HILL, received its name from the fact that at one time it was the site of a fort

built by the Indians from New Hampshire, headed by Wampanoag, as a protection against the Mohawks, from whom they feared an attack. Later occurred the terrible war known as King Philip's war, in which many were killed. During this war Billerica was unharmed, but Chelmsford was on more than one occasion visited by partisans of King Philip, and once several buildings were burned. Two sons of Samuel Varnum, living in what is now Dracut, were shot by Indians while crossing the Merrimack in a boat together with their father. Later both Billerica and Tewksbury suffered from raids of hostile Indians, and several of the inhabitants were killed.

As has been said before, one of the

principal factors of the growth and success of Lowell as a manufacturing city, is its remarkable location at the junction of the Merrimack and Concord rivers, and this fact is emphasized in all the histories that have been written. Long before Lowell was incorporated even as a town, those whose study of the country, and whose interest in the manufacturing industry led them to examine the Merrimack river to determine the value of its power, unanimously decided it to be

AN IDEAL LOCATION

for manufactures. Naturally, it appears to have been a case of the mills first and then the town. The story of the men who became interested in the manufacturing possibilities shall be reserved for another section to deal

with the history of the mills, with one exception, that of Francis Cabot Lowell, after whom our city was named. Francis Cabot Lowell was the originator of cotton manufacturing as we have it in America today.

Mr. Nathan Appleton and Francis Cabot Lowell met in Edinburgh, Scotland, the former on a business trip to Europe, while the latter was forced to take the trip because of the feeble condition of his health. Mr. Lowell realized the importance of the manufacturing industry as a source of national wealth and determined to make a special study of the conditions, examining machinery, etc. His intent was to introduce the methods, with improvements, no doubt, in the United States and he confided this plan to his friend, Mr. Appleton. Mr. Lowell had previously been engaged as a merchant in Boston.

Not long afterward Mr. Lowell returned to Boston, with the belief that the cotton manufacture, then monopolized by Great Britain, could be successfully introduced in this country. He realized that the conditions in general were better here for the project, than abroad; that the water power was more abundant, that the raw cotton could better be produced here, and taking also into weighty consideration the progressive spirit of the American people, he set about at once to put his ideas into practice and confided in his brother-in-law and fellow townsman, Patrick Tracy Jackson.

Jackson eagerly assented (this was about 1813), and the result was the incorporation of Messrs. Lowell, Jackson, Appleton and others as the BOSTON MANUFACTURING CO., with a capital of \$100,000. Water power was purchased at Waltham and the power loom was successfully started in 1814, just about 100 years ago. We shall not go further into detail now regarding the carrying out of this project, but will simply state that the materialization of the ideas of Mr. Francis Cabot Lowell was successful in the highest degree. Thus was the man after whom our city was named, well worthy of having named to his memory and honor, so great a manufacturing and industrial center as Lowell.

It is hard for us of this age to comprehend Lowell as a part of Chelmsford, but such was once the case. By the spring of 1826 the new village of East Chelmsford was rapidly outgrowing the town of Chelmsford of which it was a part, and it became more and more evident that it was too far removed from the township's center. The growth of this eastern portion continued until division became desirable. The new town was created in 1826 and was called Lowell after the founder of the famous Waltham enterprise. It was on March 1st of that year most of East Chelmsford was

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MILL OFFICE

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160,000 Spindles

3500 Looms

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MASSACHUSETTS

INCORPORATED 1813

MASSACHUSETTS COTTON MILLS

Bridge and Merrimack Streets, Lowell

CAPITAL - - - - - \$3,000,000

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LOWELL THE CITY OF PROGRESS

people of this city today, to whom the mention of Chelmsford brings up a far different picture. Here, too, is an interesting bit of history for the consideration and study of the men who delight in the contemplation of civic and industrial growth, the fact of one small division of a town outgrowing the township, being divided, made another town and growing into a flourishing city. Herein is where the wisdom and excellent foresight of the men mentioned in the Waltham and Lowell manufacturing projects are shown in their selection of sites.

LOWELL WAS MADE A CITY
In the year 1836 and the first mayor was Elisha Bartlett. This was the second great mark of its wonderful growth. The territory comprising Lowell had since its first incorporation as a town been augmented in 1834 by that portion of the city now called Belvidere, which was annexed from Tewksbury. In 1851 Centralville was annexed from Dracut, and in later years Middlesex Village and also some other portions of the town of Dracut were annexed, and in 1886 192 acres were taken from Tewksbury and in 1906 Wiggsville, leaving the city as it is today.

LOWELL'S CANAL SYSTEM

A glance at the origin and development of the city's waterways would be most appropriate, following the account of the mills for the operation of which they furnish the power.

Today we have a canal system that is generally acknowledged to be the best in the country; like many other things, these artificial waterways have become a part of the city and hold forth no wonders to the gaze of the ordinary citizen who concerns himself more with the consideration of present profit than with the circumstances and methods of their origin. One can today walk but a very short distance through the heart of the Spindle City without crossing one or more of the branches of our canal system.

The location of the city at the point of union of two important rivers was most favorable for the successful establishment of an artificial system of water power. There are, moreover, several smaller streams, which are important factors in the story of the mill development.

To get at the very beginning of the **WATERWAYS HISTORY** of Lowell, one must go back approximately a century and a quarter to a

period considerably previous to the incorporation of Lowell as a town. The first important waterways project we hear of, which, by the way, is recorded as the first undertaking of the kind in the country, was set on foot as far back as 1792 by the Locks and Canals company, an organization that played a most important part in the early history of this district, and which at the present time is recognized as a leading factor in the industrial development along the Merrimack river.

This company was organized under the name of the Proprietors of the Locks and Canals on Merrimack River. Its incorporators were Dudley A. Tyn, William Coombs, Joseph Tyler, Nicholas Johnson and Joshua Carter. The

act of incorporation conferred upon these men certain extensive privileges, such as the power to take land by right of eminent domain, and other powers. This was at a time when what is now Lowell, was a part of Chelmsford.

The incorporation of this company was primarily for purposes of navigation but as afterward developed, the uses of the canals which it constructed were more important in the furnishing of water power than as means of transportation. Their intention was to facilitate the bringing of products of the country above us on the river down to the sea shore. To this end they constructed the Pawtucket canal, starting at a point on the Merrimack river near present Vesper boat house.

This Pawtucket canal followed the course of the present canal across Broadway, thence parallel to Middlesex street, passing near the Lowell Machine shops, to the Middlesex yard, and finally emptied into the Concord river. According to accounts the Pawtucket canal was completed in October, 1798. It contained four locks, was 1½ miles in length and cost \$50,000.

For a comparatively brief period this canal served as an important means of transportation. The company did considerable business in transporting logs from the great forests of the north to the central markets of the east. The rapid growth of the eastern portion of the country at that time was causing a great demand for lumber to be used in the construction of buildings, and

this aided in promoting the business of the new canal. As has been said before, the undertaking was the first of its kind in the country and for this reason was of deep interest.

All in all, nevertheless, the canal proved hardly successful as a means of navigation, as will be explained in succeeding paragraphs in this account. At this point, however, we must return to an important incident already related in the story of the mills, wherein this Pawtucket canal was given mention. Messrs. Appleton, Jackson, Kirk Boelt and Paul Moody visited the canal to inspect it, their interest having been aroused by information furnished to Paul Moody by Ezra Worthen in the event of the former's visit. Shortly following their

visit of inspection, the determination to attempt to acquire the possession of the property was formed and in this they were successful, as has already been related. These men were later incorporated as the Merrimack Manufacturing company. Thus the hearing which the Locks and Canals history has upon the history of the city is evident. We have, by starting from the building of the first canal at the Merrimack, arrived at the period which witnessed the erection of the first mill in the territory which now comprises a portion of our flourishing city.

But to return to the development of the water system, it has been said that the Pawtucket canal, if we weigh only its importance as a means of transportation, was hardly successful. The

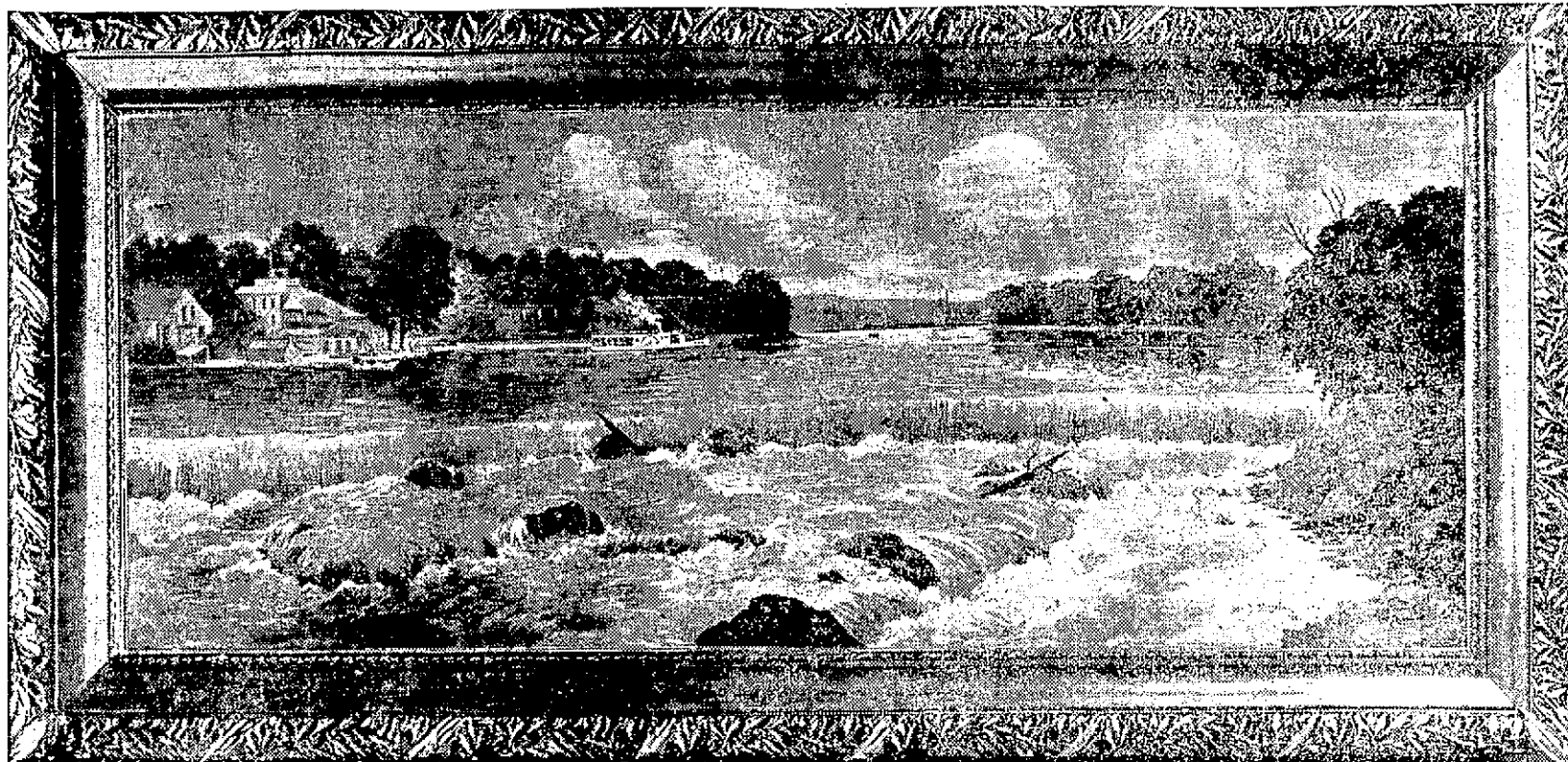
reason for this is the fact that a few years after its completion,

THE MIDDLESEX CANAL

was ready to carry lumber and other produce to the better markets of Boston.

The projectors of the Middlesex canal were incorporated in the year 1793 as the Proprietors of the Middlesex Canal. Work of building this new waterway was begun in September 6, 1794 and the work was completed in 1803. This canal was thirty feet wide and four feet deep. It contained twenty locks and was spanned by about fifty bridges. The cost of it is recorded as \$500,000, a portion of which represented land damage claims. The route of this waterway is described as follows: Starting at Charlestown mill pond it passed through Medford, crossed the Mystic by means of a wooden aqueduct of 100 feet, to Horn pond in Woburn, traversing Woburn and Wilmington, crossing the Shaw-shueen by an aqueduct and struck the Concord, from which it received its water at Billerica mills. It entered the Concord by means of a stone guardlock, crossing with a floating towpath and passed out on the northern side through another guardlock. Thence it passed through Chelmsford to the Merrimack. Its entire length was 27½ miles. The canal was formally opened in 1804 and discontinued in June, 1833. Many prominent men of the time were stockholders and for a time it proved most profitable. In later years, though, there occurred a drop in the value of the stock. The coming of the Boston and Lowell railroad marked the downfall of this canal company.

Projectors of the mill industry soon set about the construction of canals for water power purposes. The first canal built by them, after they had acquired the rights to the Pawtucket canal from the original proprietors of the Locks and Canals company, was from the basin near the railroad bridge near Dutton and Fletcher streets, down Dutton street, under the Huntington hall site to the Merrimack Manufacturing company. This canal was about 2,580 feet long and was built in 1823. It was the first of several built for manufacturing purposes. It supplied power to the Lowell Machine shop, Merrimack company, Grist mill, and others. Three years later another was built from the basin, or "swamp locks" down the side of what is now Jackson street, fronting the Appleton and Hamilton companies. This was



PAWTUCKET FALLS AT LOWELL ON THE MERRIMACK
From Coggeshall's Great Painting in The Sun Office

Lawrence Manufacturing Company

INCORPORATED
1831

INCORPORATED
1831

NORTH END OF SUFFOLK ST., LOWELL, MASS.

CAPITAL - - - - - \$1,250,000

C. P. BAKER, Treasurer, Ames Building,
Boston, Mass.

E. H. WALKER, Agent

EDWARD MARTIN, Assistant Superintendent

GEORGE E. AMES, Mechanical Superintendent

WILLIAM N. BURKE, Assistant Superintendent

JOHN D. RULE, Assistant Superintendent

ANDREW G. SWAPP, Paymaster

E. M. TOWNSEND, & CO., Selling Agents,
Boston, New York, Philadelphia and Chicago

UNDERWEAR, HOSIERY AND
HOSIERY YARN

Tremont & Suffolk Mills

INCORPORATED
1851

SUFFOLK ST., LOWELL

CONSOLIDATED
1871

CAPITAL - - - - - \$2,000,000

JACOB ROGERS, President
CHARLES F. YOUNG, Treasurer
M. A. RAWLINSON, Agent

70 Kilby Street

Boston, Mass.

MANUFACTURE

Cotton Blankets, Cotton and French Flannels, Hosiery
and Warp Yarns, Men's Fleece Lined Knit
Underwear.

Number of Spindles..... 230,000
Number of Looms..... 6,000
Cotton used per week, pounds..... 700,000

SELLING AGENTS

FOR CLOTH and BLANKETS—Catlin & Co., Boston, New York,
Chicago and Philadelphia.

FOR YARNS—Catlin & Co., Boston, New York, Chicago and
Philadelphia.

FOR KNIT GOODS—William Islin Co., 61 and 63 Worth St.,
New York.

OPERATE THIRTEEN MILLS

LOWELL THE CITY OF OPPORTUNITY

about one-third of a mile in length. Later a short canal was built from the Merrimack canal in Barton street to the Carpet company's yard and still later another was opened following along Suffolk street to the present location of the Lawrence Manufacturing company. The great canal, now called the Northern canal, was constructed in 1846, being built for a way parallel with the river, near Pawtucket Falls, and ending at Suffolk street, where it forms a supply for the Suffolk street canal. The basin near the Lowell Machine shop, known as the swamp locks, was utilized to a large extent in the building of the canals. With the completion of this system, the growth of the section was remarkable.

Lowell, which now has 16½ miles of waterways, is sometimes referred to as

"THE VENICE OF AMERICA."

The canals and rivers divide the city into seven islands, six of which at least, are thickly populated.

Lowell has also played an important part in the agitation of a movement for the perfecting of still another waterway system, namely the deepening of the Merrimack river from Lowell to the sea, which has been the subject of widespread discussion in Boston and the cities of the Merrimack valley for the past few years. There have been hearings on this matter in which Lowell was always strongly represented, and the city never failed to play her important part in any movement for the good of the district.

At present this move is still being contemplated by the government and through efforts of the Lowell board of trade, the Merrimack Valley Waterways association and other similar organizations, the legislators of the district, and the national authorities have been kept constantly in mind of the proposed improvement, which it is believed, would greatly reduce freight rates and the cost of transportation, and promote the growth of Lowell and her sister cities along the Merrimack river.

It is our hope that progressive Lowell will soon have added a big share of the glory of this project to her already long list of notable public achievements.

The story of the mills and other manufactures which derive their power, and in fact, their very existence, from the Merrimack river, is but the story of the city's origin and growth, told in another way.

How Nathan Appleton and Francis

Cabot Lowell met in Edinburgh, Scotland, while one was abroad on business and the other for his health, has already been described, and the reader has been told in a measure, how the two young men produced the plans

ing to the chronicles. Patrick Tracy Jackson became deeply interested in the project described to him by the other two men, and several others put money into it. Mr. Lowell's mind concerned itself more with the technical side of

extensive study of the conditions of the industry in Great Britain, came to the conclusion that it could be better, more economically, and more successfully carried on in the United States. The establishing of the Boston Manufac-

America and Great Britain. Rather are we concerned with

LOWELL AND THE MERRIMACK.

When one now stands upon the great Centralville bridge and looks up or down the river at the long line

We are told that a century ago the greater portion of the land along the rivers, and even where are today situated principal parts of Lowell, was given over to agriculture. The only power derived from the currents of

ers was a brand new step, and a most important one in mill history. Mr. Lowell proposed the law placing a duty upon imported cotton fabrics, and this resulted in the protection of the American Manufacturers against the competition of England. The whole credit of the progressive policy of the company is attributed to Mr. Lowell. He had further large plans, but did not live to see the realization of them.

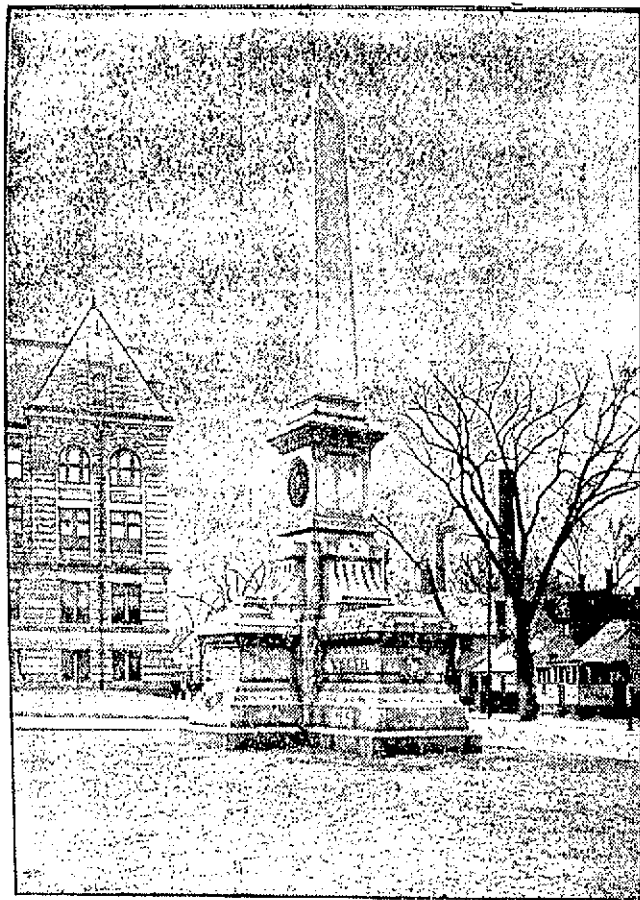
FRANCIS CABOT LOWELL

died September 2, 1817, at the age of 43 years.

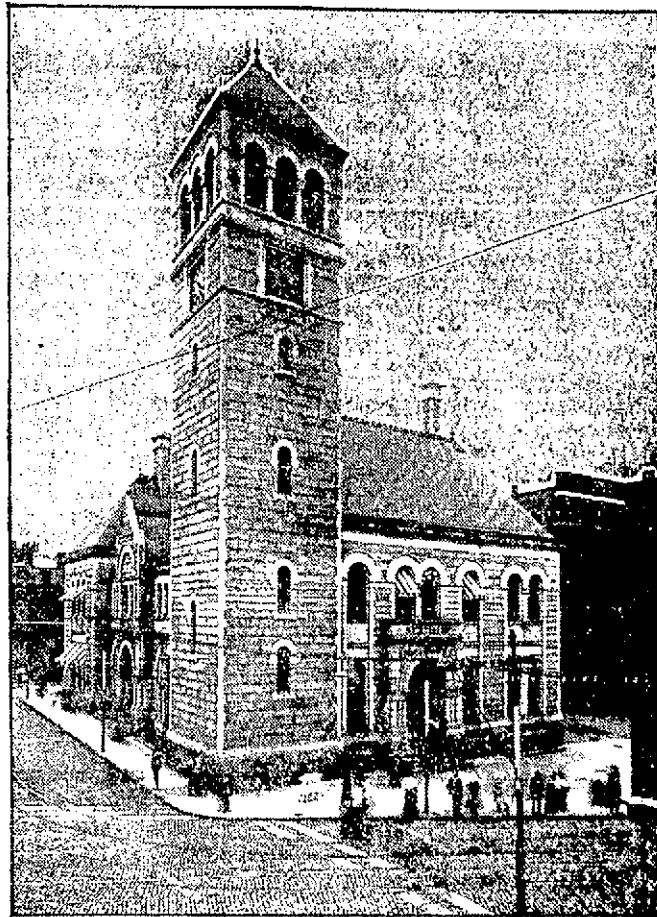
Messrs. Appleton and Jackson of the company at Waltham, remained, however, and were highly elated over the success of their first big enterprise. In 1821 they set about seeking water power for even greater establishments along similar lines. Mr. Paul Moody had become connected with this company, and on one occasion, while visiting Ezra Worthen, outlined his plans. Mr. Worthen mentioned the Pawtucket canal at Pawtucket Falls, saying that it would give the company all the power of the Merrimack river. Together the two men inspected the canal and Mr. Moody described it to Mr. Jackson on returning to Waltham. Mr. Jackson, ever on the alert, was soon convinced that a large manufacturing town could be built up. Quick to act, he at once got into communication with Thomas M. Clark, of Newburyport, agent of the Pawtucket Canal Co., and secured an option on most of the stock of that company.

All of these names, which are being mentioned here so frequently in connection with the history of the development of the mill industry in Lowell, are familiar at the present day. Most of them are now perpetuated as names of streets, parks, or monuments, and are pronounced each day by thousands of people. For instance, there is Appleton street, there is Jackson street, and we recall numerous others. We wonder how great a proportion of the population of Lowell is aware of the great significance which the original bearers of these names carried in the making of Lowell history. Moreover, we trust that this general account, in our souvenir industrial edition, which is available to every person, may be of some benefit in increasing the proportion of those familiar with the city's famous men and founders.

To go back to our subject, Kirk Boot and Mr. Appleton eagerly joined with Mr. Jackson in his new enterprise, and soon all of the stock of the Pawtucket Canal Co. was owned by the Boston company. A large amount



LADD AND WHITNEY MONUMENT



LOWELL POSTOFFICE

which later took root in the fertile ground of the progressive spirit of American business men and grew and branched out into the chief industry of the east, and one of the greatest in the entire country.

The project of Messrs. Lowell and Appleton, which, having sprung into existence in the minds of the two men in Scotland, materialized at Waltham, Mass., was a brilliant success, accord-

ing to the scheme, the water power, machinery, labor and other conditions closely connected with the manufacturing industry. The chief points investigated by Mr. Appleton were those having to do with the commercial side of the project, business conditions at the time, etc.

In 1811-12, England monopolized the cotton manufacturing industry. Mr. Lowell, however, who made a compre-

turing Co. at Waltham in 1814 by Lowell, Appleton, Jackson and others was the first step in the demonstration of the theory arrived at by Francis Cabot Lowell. The project, of course, met with many difficulties, which, however, only served to increase the energy of its promoters.

But we are not celebrating a history of Waltham, nor are we going to give a survey of the manufactories of

of mills. It is difficult to imagine the appearance of that same river 100 years ago as described in the records. At present, throughout the course of the stream in Lowell, the banks of the Merrimack and Concord are the towering brick walls of the great mill buildings while the sounds of the flowing waters are obliterated by the steady humming of the wonderful mechanism within the huge structures.

the rivers was that which operated a few sawmills, grist mills, or smaller establishments of similar kind.

The project of Messrs. Lowell, Appleton and Jackson grew and prospered, new ideas being constantly evolved. One important feature was the introduction of raw cotton, in place of the spun yarn, with which the mills at first operated. The spinning of their own yarn by the manufactur-

Lowell Textile School

Scientific and practical training in all processes of textile manufacture including all commercial fibres. Complete three-year diploma courses in Cotton Manufacturing, Wool Manufacturing, Textile Designing, Chemistry and Dyeing, Textile Engineering.

Degrees of B. T. E. (Bachelor of Textile Engineering) and B. T. D. (Bachelor of Textile Dyeing) offered for completion of prescribed four year courses.

Positions attained by Day Graduates 1899-1912.

Directors of Textile Schools.....	3
Instructors, Textile or Industrial Schools.....	13
Mill Vice-Presidents.....	2
Mill Treasurers and Agents.....	9
Mill Superintendents.....	20
Mill Assistant Superintendents.....	7
Mill Foremen of Departments.....	16
Assistants to Superintendents.....	2
Mill Auditors and Accountants.....	6
Mill Clerks.....	3
Second Hands.....	9
Textile Designers.....	18
In Commission Houses.....	6
Salesmen.....	6
Purchasing Agent.....	1
Managers.....	10
Chemists, Dyers and Chemical Salesmen.....	44
In Government Employ.....	6
Electricians.....	1
Industrial Engineers.....	6
Mill Engineering.....	10
Trade Journalists.....	3
In Business, Textile distributing or incidental thereto.....	7
Other Business.....	15
Weavers.....	1
Students.....	3
Married Women.....	3
Textile Manufacturing, Unassigned.....	16
Employment not known.....	19
Not employed.....	2
Deceased.....	6
Total.....	272

Certified graduates of High Schools and Academies admitted without examination.

For catalogue address Charles H. Eames, S. B., Principal, Lowell, Mass.

1870

1914

DANIEL GAGE

ICE

WOOD

LUMBER

Pawtucket Street, Lowell, Mass.

LOWELL THE CITY BEAUTIFUL

of land needed for water power was also purchased.

The men at that time made some tentative plans, and a large number of prophecies. All were enthusiastic because of the far reaching possibilities of the new scheme. One made the prophecy that some of them might live

Paul Moody and John W. Boott. They made a visit to the canal and realized the possibilities of the place.

On February, 1822, these gentlemen and others were incorporated as the MERRIMACK MANUFACTURING CO. with Warren Dutton as president.

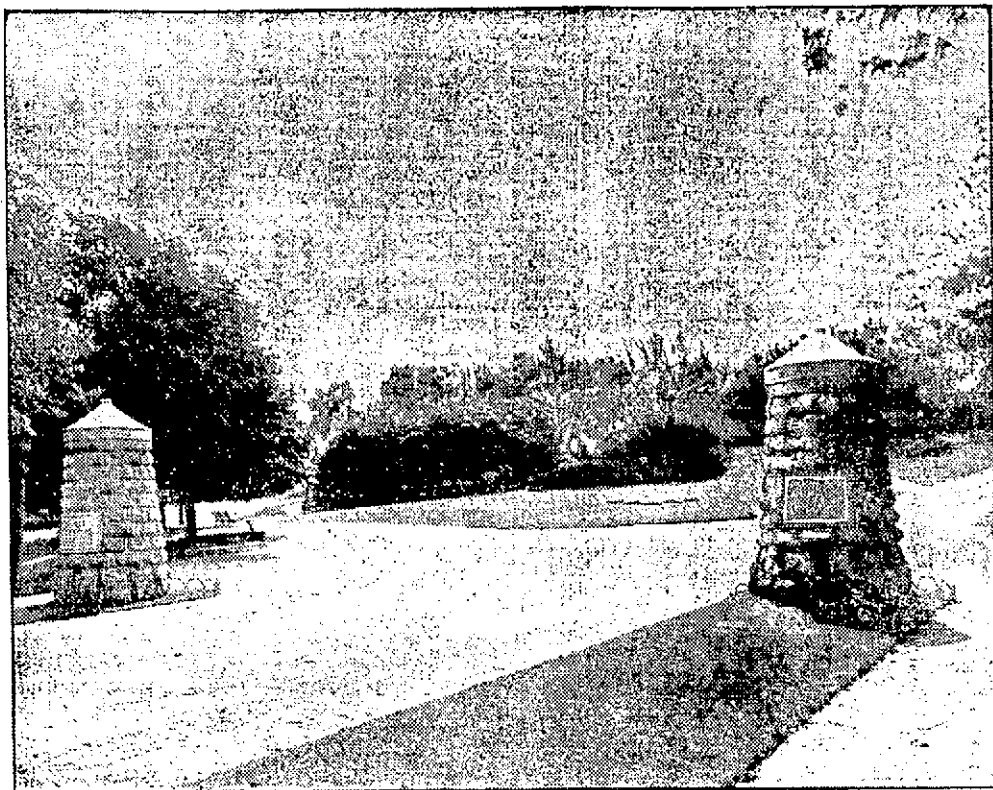
Boston in 1791 and had received an education in the famous Rugby school in England. He studied for a time at Harvard college. He served for a time in the British army, fought under Wellington in the Peninsula war. When the wars of Napoleon ceased, Boott resigned his commission and returned to

part. Death, however, which came to him in 1824, prevented him from seeing the greater results of his plans. Mr. Worthen was succeeded by Warren Colburn, well known as the author of excellent works on Arithmetic. His connection with the mill also had its

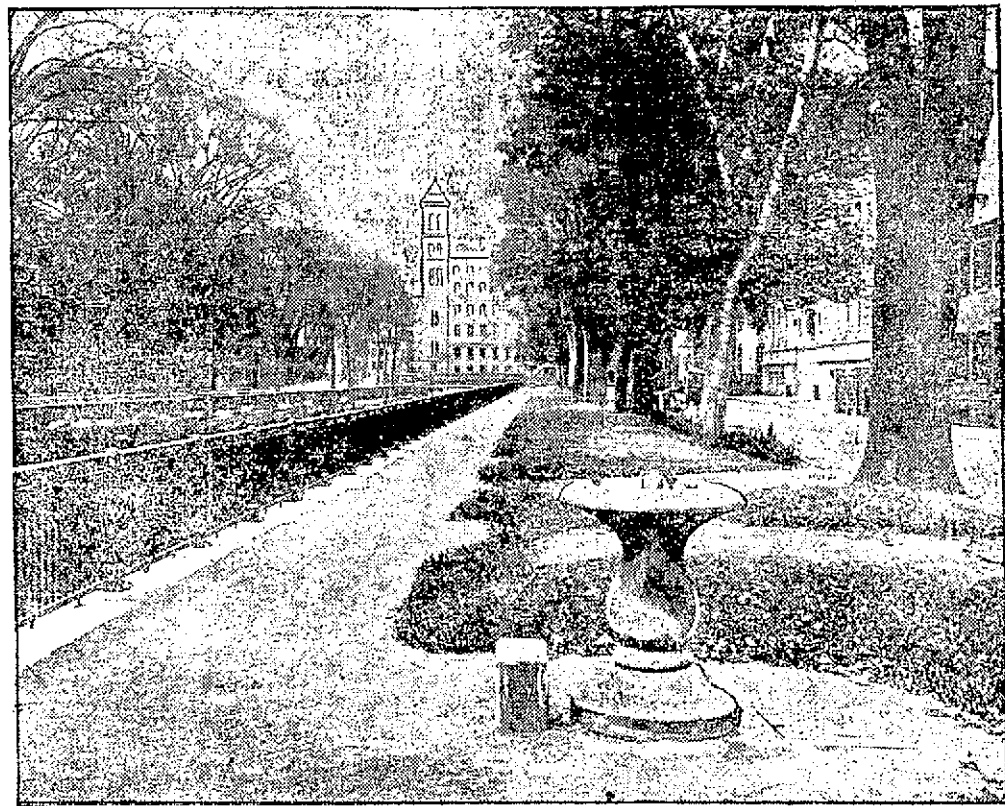
ganized and incorporated practically all of the important mills of the city today. The Merrimack Manufacturing company bore the distinction of having been first. Two years following the beginning of its operation, the Hamilton Manufacturing company was organized with William Appleton as

Ayer as treasurer, and Thomas S. Shaw as agent. In the same year that witnessed the organization of the Tremont mills and the Suffolk mills, the Lawrence Manufacturing company was started and of this, too, William Appleton was the first treasurer. William Austin was the first agent. John

the Middlesex company; Lowell Bleachery was incorporated in 1833 with John Clark as treasurer and Jonathan Derby as agent. The Lowell Machine shop, which had been in operation for some time, was incorporated a few years later. Such was the wonderful character of



ENTRANCE TO FORT HILL PARK



A VIEW IN LUCY LARCOM PARK

to see a town of 20,000 people at that spot. Others said that the place was destined to become the Manchester of America. As it happened, Mr. Appleton did live to see 40,000 people here. As to the other prophecy, the "Manchester of America" is undoubtedly Lowell.

Engaged in the project at that time were Nathan Appleton, Patrick T. Jackson, Kirk Boott, Warren Dutton,

Their capital was \$600,000, which is more than four times as great as the present day. The Pawtucket canal was widened and deepened and a dam was built across the Merrimack at Pawtucket Falls. Many improvements were made. The first mill of the company was completed and was put in operation about the first of September, 1823. The first treasurer and agent was Kirk Boott. Boott was born in

Boston in 1817. He then came here as agent of the mill, having been an intimate friend of Jackson and for a long time figured prominently in the making of Lowell history.

Ezra Worthen, the first man to suggest the utilization of the power of the Merrimack for the mill industry, was the first superintendent of the Merrimack company. In the formation of which he had played so important a

good results.

In the work of establishing a manufacturing town on the Merrimack which was so successfully begun in 1822 by the incorporation of the Merrimack company and the actual manufacture of cloth.

REMARKABLE ADVANCE

was made during the following 17 years, during which period were or-

the first treasurer and Samuel Bachelier its first superintendent. Four years after that the Appleton company was incorporated, and William Appleton was treasurer of this company, too. Then in 1831 came the Tremont mills and the Suffolk Manufacturing company, each as a separate company. They were operated independently for a period of about forty years when they were consolidated with Dr. J. C.

Amory Lowell was the treasurer of the Boott mills, which were incorporated in 1835, and the agent was Benjamin F. French. Four years later, the Massachusetts Cotton mills were incorporated with John Amory Lowell as the first treasurer. Within that period, too, were started other important manufacturing concerns. There was the Lowell Manufacturing Co., commonly called the "Carpet Co.,"

this period of building and development at the beginning of Lowell's history. One can readily imagine the busy state of affairs that would accompany the incorporation of all of these mills, and the construction of buildings within which to carry on the manufacture of cloth. Great opportunities were offered the young men of the surrounding towns to obtain profitable employment in this era, and

TRAVEL BY TROLLEY

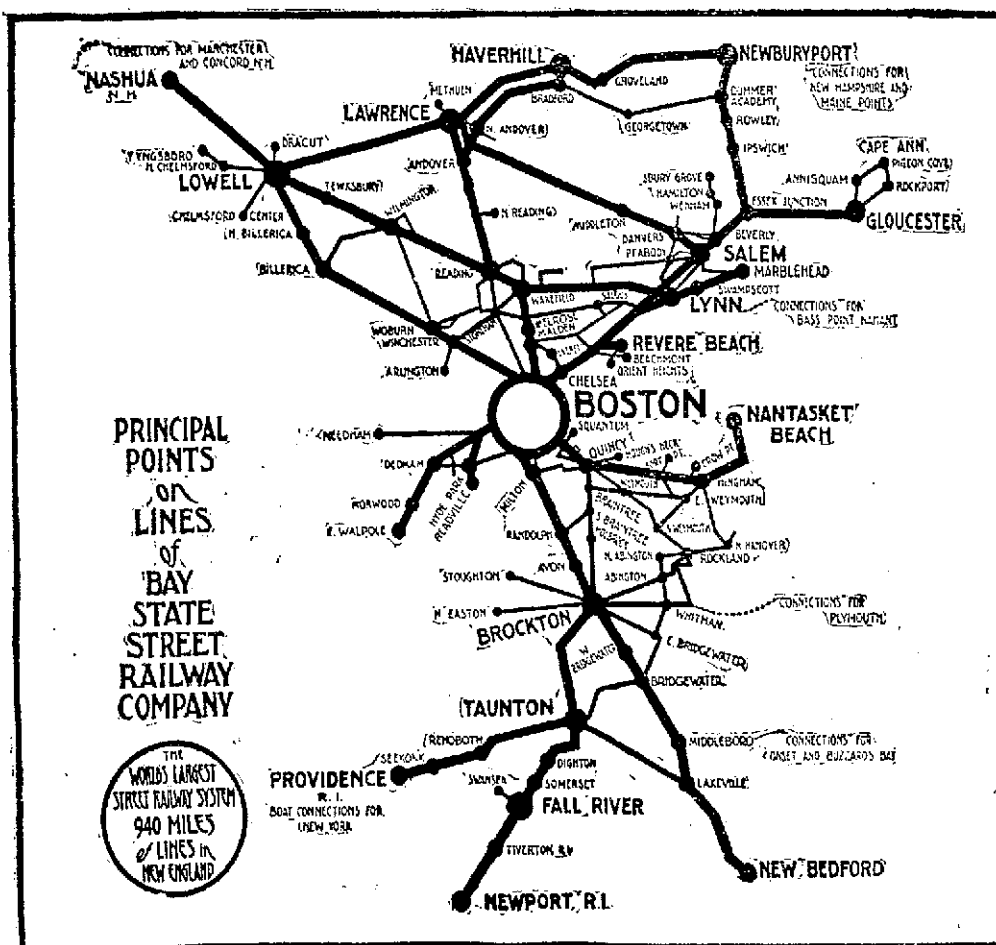
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MERRIMACK SQUARE TEL. 3220

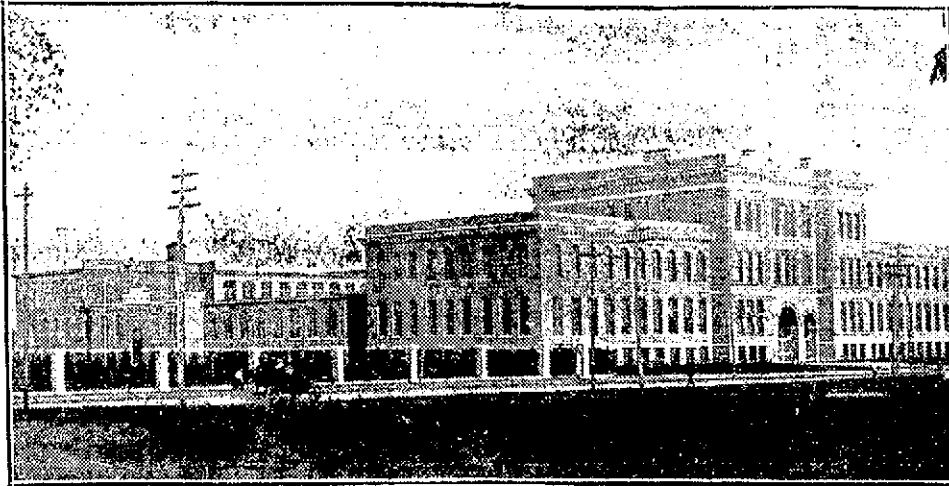
LOWELL THE CITY OF EDUCATION

very many became identified with these mills, learned the trade, and became valuable factors in the industry. The town of Lowell grew with astounding rapidity with each great addition to the ranks of those who realized fully the possibilities of the Merrimack. The machinery was at first crude but that, too, was bound to be wonderfully improved, until today it is a real marvel.

THE MILLS OF LOWELL
are now the marvels of the country, both because of their size, the number of their employees, their machinery, and the amount of their product. Some of them are more than 600 feet long, and more than 125 feet in width. The tendency of the mill management is at present to concentrate the various departments in large rooms, instead of distributing the machinery through small rooms. The construction of the first mill buildings was wonderfully solid and sound as those who were engaged in the work of re-

moving some of them will testify. There were many subterranean passages, wheels, and other works of expert construction that were worth the study of those who built new buildings on the sites of the old.

Here are a few interesting statements regarding the number of spindles and of employees in the various large mills: Massachusetts Cotton mills, 175,064 spindles, 3,000 employees; Merrimack mills, 166,575 spindles, 4,000 employees; Boott mills, 145,000 spindles, 1,800 employees; Tremont & Suffolk Manufacturing company, 230,000 spindles, 3,500 employees; Hamilton Manufacturing Co., 115,260 spindles, 3,000 employees; Appleton Manufacturing Co., 70,000 spindles, 2,500 employees. Then there is the Bigelow Carpet Co., which turns out approximately 2,500 miles of carpet each year and which employs 2,000 people; the Mohair Plush company, which is the largest plush factory in the United States; the Stirling mills, which have also



LOWELL TEXTILE SCHOOL

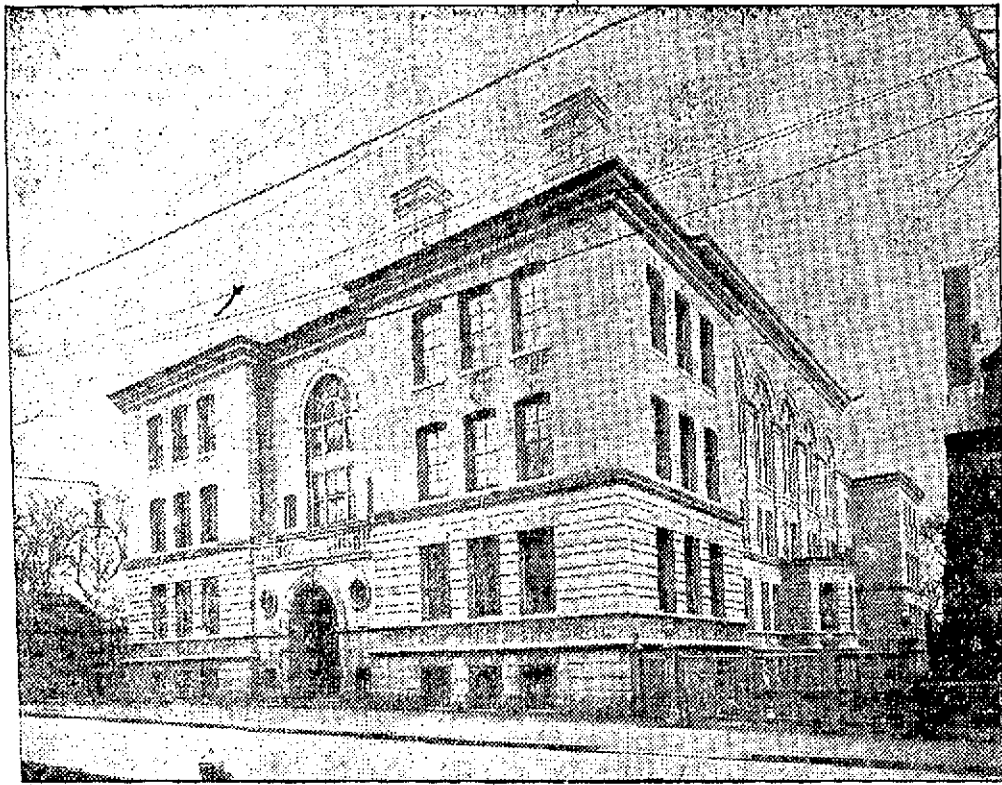
pany was organized, the rapidly increasing population of the community impressed upon the directors the fact that something was needed beside cotton mills in order to secure the highest welfare of the community. Accordingly they determined to provide for religious worship. Messrs. Kirk Boott and Patrick T. Jackson, two of the several men who had figured so prominently in the establishing of the mill industry and the founding of Lowell, were on the committee selected to take action in this matter. These men were naturally among the best known and most highly esteemed in the community, having been so closely connected with its growth.

The result of the efforts of this committee was the decision to erect a suitable church. The church was organized in 1824 as the "Merrimack Religious Society." The first public services of the organization were held in March of that year under the direction of Rev. Theodore Edson, in the Merrimack company's school house. The

Episcopal form of service was adopted, Mr. Boott being an Episcopalian and desiring to promote that religion as far as lay in his power.

The first church to be erected was **ST. ANNE'S CHURCH**, which is one of the best known as well as one of the oldest and most attractive of Lowell's early days. Few strangers come to the city and behold that familiar landmark in Merrimack street without inquiring as to its history. Its very appearance proclaims it an unusual building, and one having a place in history. Both the church and the parsonage adjoining were erected in 1825. It was a very strongly constructed edifice, built of dark stone, and with Gothic doors and arched windows. In those days even more than at the present it was shaded by great trees. Today it is one of the beauty spots of the city with its huge trees and spacious lawn.

The first pastor of St. Anne's was



LOWELL HIGH SCHOOL

figured prominently in the industrial history of Massachusetts; the Bay State Cotton Corporation, manufacturers of high grade sail cloth; the United States Bunting company, and many others.

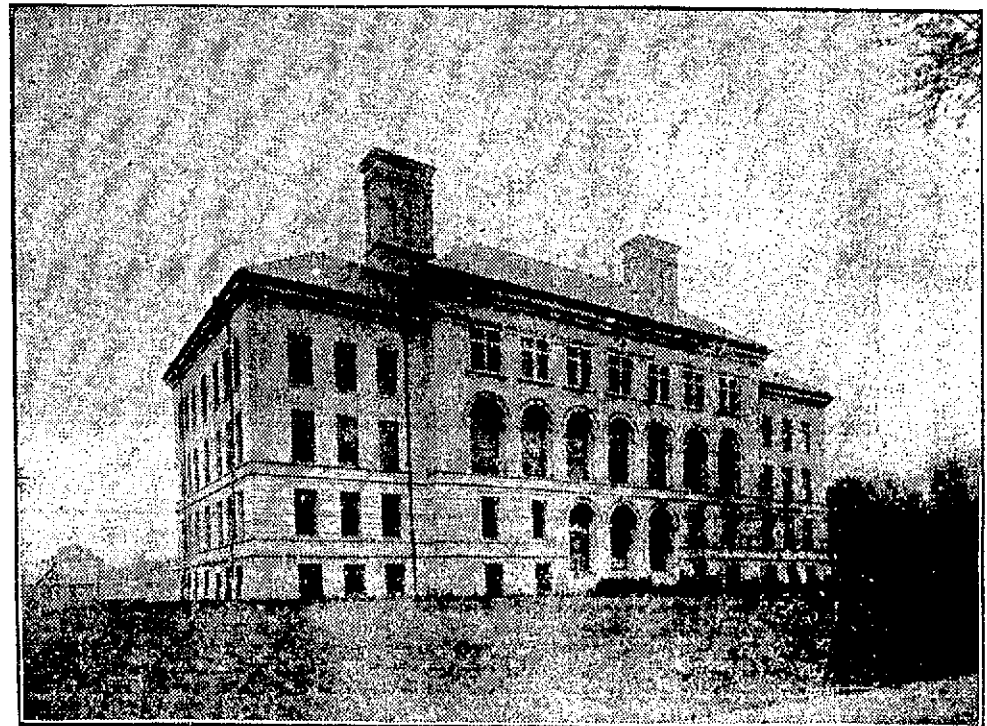
Thus is recorded the brilliant story of the bringing to the Merrimack of the most important of the American industries, an industry which had been previously monopolized by England. With such a past, the future of the city should be a brilliant one, and Lowell should be foremost in other respects, progressing during the years to come as she has in years past.

THE CHURCHES OF LOWELL

It would appear that, having related the story of the founding of Lowell, its manufactures, and the origin of its magnificent system of water power, there remains another important subject to be dealt with, namely the city's church history. Placing the account of the organization of religious societies in Lowell after the foregoing articles, we believe, best maintains the connection of this story of Lowell.

Even in the religious history of the city we must mention the mills and the mill men for they were the originators and promoters of organized religious worship here. Lowell's church history takes us back to a period preceding even the date of her incorporation as a town.

Shortly after the Merrimack com-



NORMAL SCHOOL AT LOWELL

ROYAL P. WHITE
Superintendent

LOUIS A. OLNEY
President



SAMUEL RINDGE
Treasurer

ARTHUR C. VARNUM
Asst. Supt.

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There is something radically wrong with the man who can find no time for play; he lacks one prominent element of human nature.

Play is as important as work in the daily schedule, and wise men set apart a certain period for it. Both mind and body need diversion and relaxation from business routine.

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Carr strictly observes the law of this state which allows minors in a pool room provided they have a written permit from parents or guardian. Carr tolerates none but gentlemanly conduct at all times and attendants are always courteous.

Since Carr's was established, there have been fewer breaches of the law, such as house-breaking, in the Gorham street district; there are less boys and young men on the streets at night.

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Finishers of Cotton
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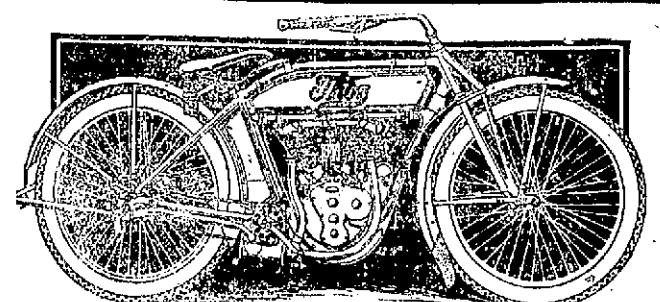


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TWO SPEED GEAR, \$40.00 EXTRA ON ALL MODELS.

MARK J. McCANN, 92 Gorham Street

LOWELL THE CITY FAIR AND FAMOUS



PAWTUCKET BOULEVARD

Rev. Theodore Edson and for fifty-nine years he served in that capacity. He was highly esteemed by all and always willing to serve the best interests of the people of the community. The church is said to have cost in the neighborhood of \$16,000. It was consecrated by Bishop Griswold in the year 1825. There is in the tower a chime of 11 bells. Installed a little more than 25 years after the erection of the

edifice. Their cost was more than \$4,000. Their tones were excellent and the chimes of St. Anne's are still famous throughout this section, the citizens listening for them particularly on the eves of Christmas and New Years. In speaking of the origin and development of St. Anne's church, it would be unjust to omit mention of Rev. A. St. John Chambré, who succeeded Dr. Edson as pastor. Rev. Dr. Chambré

became the second rector of St. Anne's on May 16, 1884, and continued in that capacity until a few years ago, having filled the office of rector in a most commendable manner for more than a quarter-century. During that period he was very prominent in the affairs of the city, and enjoyed great popularity. He was succeeded by the present rector, Rev. Appleton Grannis, a most estimable man, and one who has done much for the promotion

John's in Gorham street and the House of Prayer. THE FIRST BAPTIST CHURCH was organized in February of 1826 and the church building was constructed the same year. This edifice is quite a large one and also familiar to every resident of Lowell. The cost of building this church was \$10,000 and the edifice was dedicated on November 16, 1826, at which time Rev. John Cookson was installed as pastor. This church

dates also from the year 1826, which is the most important in the history, being the year in which Lowell was incorporated as a town. In July, 1827, an organization called the First Universalist church was set on foot and they later built a house of worship. We cannot go into detail regarding the founding of all the churches in the city, but having thus started the reader with the early history of organized religious worship in the city, we will



FAMOUS HAIRPIN CURVE, PAWTUCKET BOULEVARD



PAWTUCKET FALLS IN SPRINGTIME

of church interests in Lowell, both through his activity as pastor of the church and as a prominent factor in the Federation of Churches of the city. His efforts have in a special manner been directed toward the promoting of larger church attendance regardless of denomination. The words of the Federation, "Every man, woman and child go to church on Sunday," are familiar to almost every resident in the city. Other Episcopal churches are St.

prospered as did the others. Other Baptist churches were afterward organized, and the various organizations grew as the population and religious spirit increased.

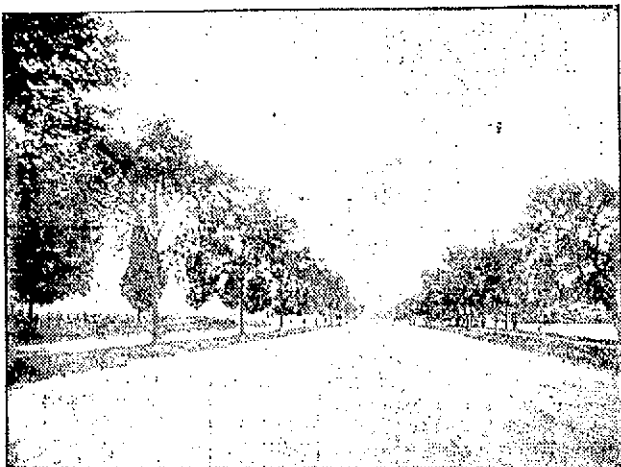
Another church established in 1826 was the First Congregational, the building being erected in 1827 on land provided by the Locks and Canals company. This church cost about \$12,000. In July, 1827, Rev. George Beckwith was ordained as pastor. The St. Paul's Methodist Episcopal

state simply that given such an impetus from the earliest days of the town of Lowell, the work of church building was continued with ever increasing interest by the various societies which were organized. Today the members of every sect can point with pride to the various edifices not because of their magnificent appearance alone but because of the solid and wholesome spirit which they represent. The first Catholic edifice to be erect-

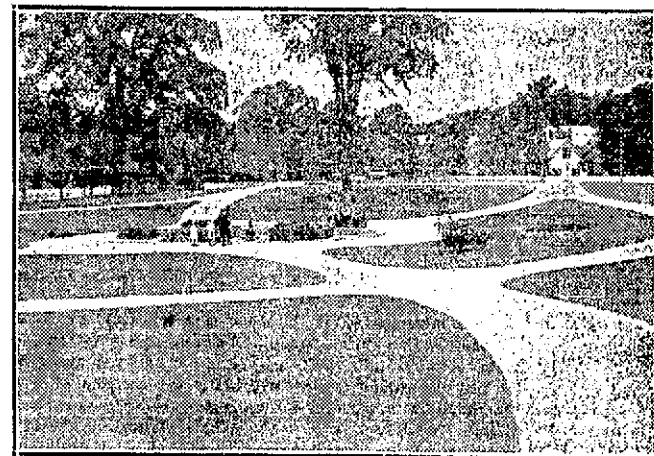
ed in the city was

ST. PATRICK'S CHURCH, constructed in 1831. Previous to that year people of the Catholic faith had been coming to settle in Lowell, attracted by the growing industries. For a time they attended the services celebrated by the priests who had also come to Lowell, these services being

tunate enough to obtain. The need of a church became more and more apparent, with the increasing numbers. The clergymen came to this city from the neighboring towns and Rev. John Mahoney celebrated mass in Lowell as early as 1822. The first church building of St. Patrick's was replaced in 1854 by a splendid new edifice of beautiful architecture and this was conse-



SPEEDWAY PAWTUCKET BOULEVARD



SCENE IN ROGERS FORT HILL PARK

SIGN
WRITERS
—FOR THE—
SUN
BUILDING

ADVERTISING "DROP" CURTAINS IN LEADING THEATRES

The KIMBALL SYSTEM

THE ONLY
Outdoor Advertising Contractors
IN THIS SECTION

Middle and Palmer Streets
LOWELL, MASS.

17 FACTORY ST. NASHUA, N. H.
104 MERRIMACK ST. HAVERHILL, MASS.

DESIRABLE
Wall's
Billboards
TO LET

ONE OF OUR
CALENDARS
IS WORTH
HAVING

SOME WORK WE HAVE DONE
IN LOWELL

Interior fixtures in D. L. Page Co.'s store and restaurant, Snyder hat store, Delorme's hat store, Brooks Bros.' store, G. and G. Pant Makers.

A. E. JOHNSTON

599-605 DUTTON STREET

PATTERN MAKER, CABINET WORK, STAIR
BUILDER, WOOD TURNING, BRACKETS,
STORE AND OFFICE FIXTURES, WOODEN
TANKS AND ROLLS OF ALL KINDS. STORE
FRONTS AND INTERIOR CONSTRUCTION A
SPECIALTY.

SOME WORK WE HAVE DONE
IN LOWELL

Plate glass fronts in stores in Tyler block. Partitions in Sun building. Cabinets in Caesar Misch store, Snyder's hat store and many others.

LOWELL THE CITY OF CHARACTER

erated in that year by Bishop Fitzpatrick of Boston, assisted by Bishop O'Reilly of Hartford.

With the continued increase in the number of

THE CATHOLICS IN LOWELL.
with but one church, St. Patrick's, the parishioners met in general session some years later to consider the advisability of erecting a second church to accommodate those living in the other part of the city. There was some op-

second church was most desirable.

A site was selected at the corner of Gorham and Appleton streets, where stands the present postoffice building, and there the new edifice was erected, a building committee being in charge of the direction of the work. The first services were held on Christmas day of 1842. Rev. Fr. Conway, previously of St. Patrick's church, took charge of the new St. Peter's parish. The new church, like the other,

of the most magnificent in the diocese.

The church of the **IMMACULATE CONCEPTION** was founded in 1868. In that year Bishop Williams had a conference with Rev. Fr. Vandenberg, provincial of the Oblate Fathers in Canada, with a view to securing a Canadian priest to take care of the rapidly increasing French Canadian population of Lowell. Father Vandenberg sent two priests to Lowell,

until the many magnificent edifices which we have today were constructed. The French people have also erected splendid churches. That of St. Jean Baptiste, which was recently almost destroyed by a conflagration, was one of the city's most attractive houses of worship. This church is being reconstructed and when completed it will be more beautiful and substantial than ever.

Practically every nationality in Low-

reason to be proud of their city as viewed from the standpoint of religion, in view of the ample accommodations for religious worship. There is no necessity of naming each church of each denomination. Suffice it to say in regard to all generally, that the pastors are most active and are laboring for the best interests of the city and to promote the worship of God among the citizens.

Today Lowell's list of churches

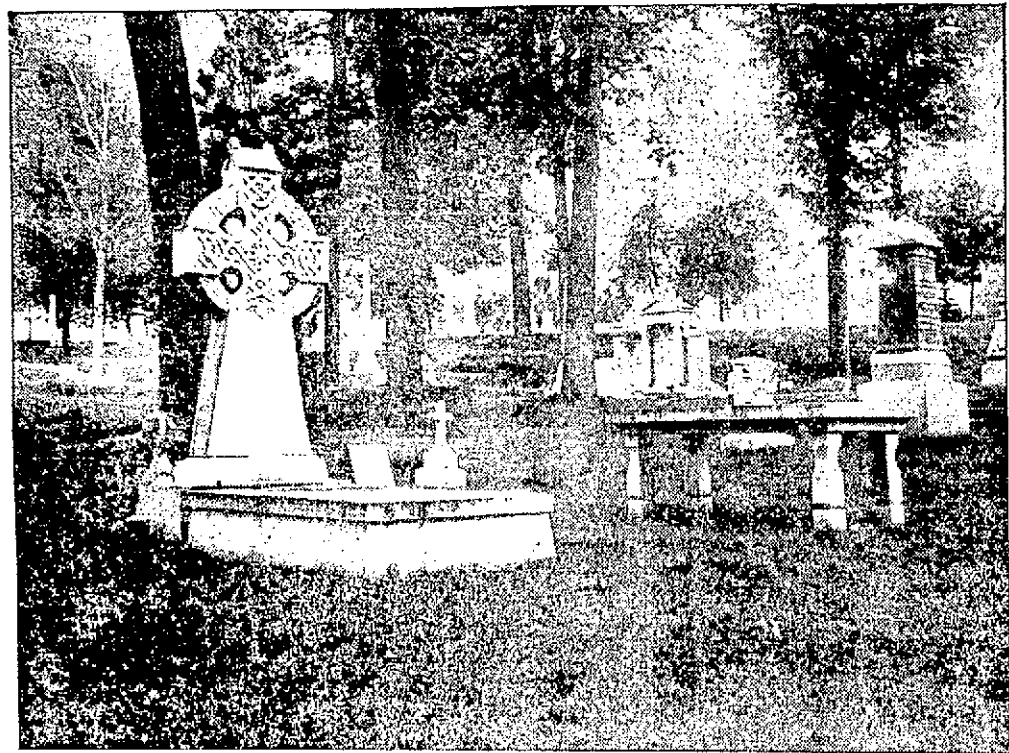
Immanuel church, Swedish church, Worthen Street church.

Congregational: Eliot church, First church, First Trinitarian, French church, High Street church, Highland church, Kirk Street church, Pawtucket church, Swedish church, Pilgrim Chapel.

Methodist Episcopal: Central church, Centralville church, First Swedish church, Highland church, St. Paul's church, Worthen Street church, First

Unitarian: First Unitarian church. Universalist: First church, Grace church.

Other religious societies: Advent Christian church, Christadelphians, Christians, Coburn Mission, First Church of Christ (Scientist), First Evangelical church, First Pentecostal church, First Spiritual society, Free church, French Baptist Mission, French Methodist Episcopal Mission, Greek Mission, Holy Trinity church, Holy



TOMB OF THE LATE GOV. FREDERIC T. GREENHALGE

THE LAST
RESTING PLACE
OF
TWO FAMOUS
LOWELL
MEN



TOMB OF THE LATE GEN. BENJAMIN F. BUTLER

position to any division of the parish, but finally the matter was definitely decided upon at a special meeting. Bishop Fenwick was the presiding officer at this and he was impressed with the arguments presented by those who were in favor of the erection of a second church. To test the minds of those assembled, he called upon those who would be willing to subscribe \$100 each to the building of a new church, to arise. Some 70 or 80 men arose and this convinced him that a

new and prospered to such an extent that it soon became evident that a new and larger edifice would be necessary. The authorities then decided to seek a location farther south on Gorham street, and accordingly disposed of the site of the old building to the federal authorities for the erection of a new postoffice. The corner stone of the new St. Peter's church was laid in September, 1892, on a Sunday afternoon. The building was completed during the year 1900 and is now one

namely Rev. Andrew M. Garin and Rev. Fr. Saenger. These clergymen resided at St. John's hospital. They conducted services in St. John's chapel, and with such a beginning, established the parish of the Immaculate Conception. Like the other parishes, a new church became necessary in a short while, and the beautiful edifice which we have today was built. The Immaculate Conception has, perhaps, the most beautiful grounds of any similar place in the city.

The building of churches continued

all has its church. The Greeks built the attractive structure at the corner of Lewis and Jefferson streets; the Lithuanians and the Portuguese are very well taken care of in their own edifices. The city has in all 74 churches. All are well attended and all reflect the spirit of their builders. Among the most recently constructed Catholic churches are St. Margaret's in the Highlands and St. Columba's in Pawtucketville.

The citizens of Lowell have every

includes the following:

Roman Catholic: St. Patrick's, St. Peter's, Immaculate Conception, St. Michael's, Sacred Heart, St. Margaret's, St. Columba's, St. Jean Baptiste, St. Joseph's, St. Louis', St. Marie's, Notre Dame De Lourdes, Lithuanian church, St. Anthony's church, St. Casimir church (Polish National).

Baptist churches: Calvary church, Chelmsford Street church, Fifth Street church, First church, First (Free) church, Hadley Street (Free) church,

Primitive church, Lawrence Street

Primitive church. Protestant Episcopal: House of Prayer, St. Anne's church, St. John's church.

Presbyterian: First church, Westminster United Presbyterian church, Lutheran: First Evangelical church, Swedish Evangelical church.

Jewish: Khilos Jacobo Synagogue, Ohabe Shalom Synagogue, Oshai Sfard Synagogue, Sons of Montefiore Synagogue.

Trinity Greek church, Mazdaznad Temple, People's church, Protestant Armenian Congregational church, Salvation Army, Seventh Day Advent church.

EDUCATIONAL INSTITUTIONS

Lowell people have an honest and thoroughly reasonable pride in the city's educational institutions, from the schools of the lowest grade to the very highest. The school system of

The Careful Selection of Elevators Results Ultimately in the Choice of

OTIS ELEVATORS

The Sun Building, the new home of the Lowell Sun, is equipped with two **OTIS ELEVATORS**, chosen for this and most of the world-renowned buildings in this country and abroad because of their superior structural and operating qualities.

Buildings which serve hundreds of hurrying men and women day in and day out **MUST HAVE** good Elevators—for on the regular, uninterrupted running of the Elevators depends the circulation of humanity within the building. All that is desirable in Elevators—safety, structural strength, excellence of material and reliability of operation—is embodied in **OTIS Elevators**.

A long experience in the manufacture of Elevators, enables us to suggest and recommend with the utmost exactness and confidence the best type of Elevators to meet your needs.

By specifying and using **OTIS Elevators**, you are obtaining the advantage of economy due to quality; you are receiving the benefits of dealing with an organization equipped to render prompt and careful service, and you are satisfying the pride that every successful man feels in his achievements—that **YOUR Elevator** equipment measures up to the standard of the finest buildings and industrial plants of the world.

Impartial assistance in the making of your elevator plans is an important part of our service. It is at the command of architects, builders and owners alike. A request for information places you under no obligation whatever.

OTIS ELEVATOR COMPANY

34-35 INDIA STREET, BOSTON, MASS.

Offices in All Principal Cities of the World.



OUR LOCAL INDUSTRY

The Lowell telephone exchange is a local industry. The plant is firmly rooted here. It represents many thousands of dollars invested in poles, wire, cables, conduits, switchboards, etc.—dollars that would shrink to small fractions if this delicate and costly plant were not maintained at a high degree of efficiency.

The exchange's welfare is to a large degree dependent upon Lowell's welfare. As Lowell prospers, the exchange prospers. More business for Lowell means more telephone business, and more telephones mean more workers to install and operate them—workers who largely are local residents, whose expenditures help local business.

Our Company is a part of the great Bell System, which connects 75,000 cities or towns in the United States. **BUT OUR SUCCESS AS AN EXCHANGE—AS A UNIT OF THIS GREAT SYSTEM—IS JUDGED BY WHAT WE DO HERE IN LOWELL! AND FOR LOWELL!**

We have every incentive of selfish or civic interest, therefore, to work for efficient telephone service for Lowell, not only that our work may receive official recognition and reward, but also that our friends and neighbors may be well served, and that these local industries whose patronage furnishes us our bread and butter may have our hearty co-operation and support.

It is in this spirit we seek additional patronage, and express a desire to receive suggestions that will make the service of the Lowell Central Office a matter of even greater local pride.

C. J. LEATHERS, Manager.

LOWELL THE CITY OF AMBITION

the "Spartan City" is a wholly adequate one, embracing a large number of buildings. There are classes for everybody, and even at the present time, plans are under way for the erection of new buildings, both for public schools, and for parochial institutions. We are going to take another rapid mental jaunt back into the early days for a brief survey of the origin of Lowell's very commendable school system.

people of the present generation have difficulty in imagining, the town of Chelmsford had two district schools, one of them situated on the old Chelmsford road and the other near Pawtucket Falls.

SCHOOLS IN CHELMSFORD.

and in general in this district, we can, of course, go back several centuries to the arrival in this country of the

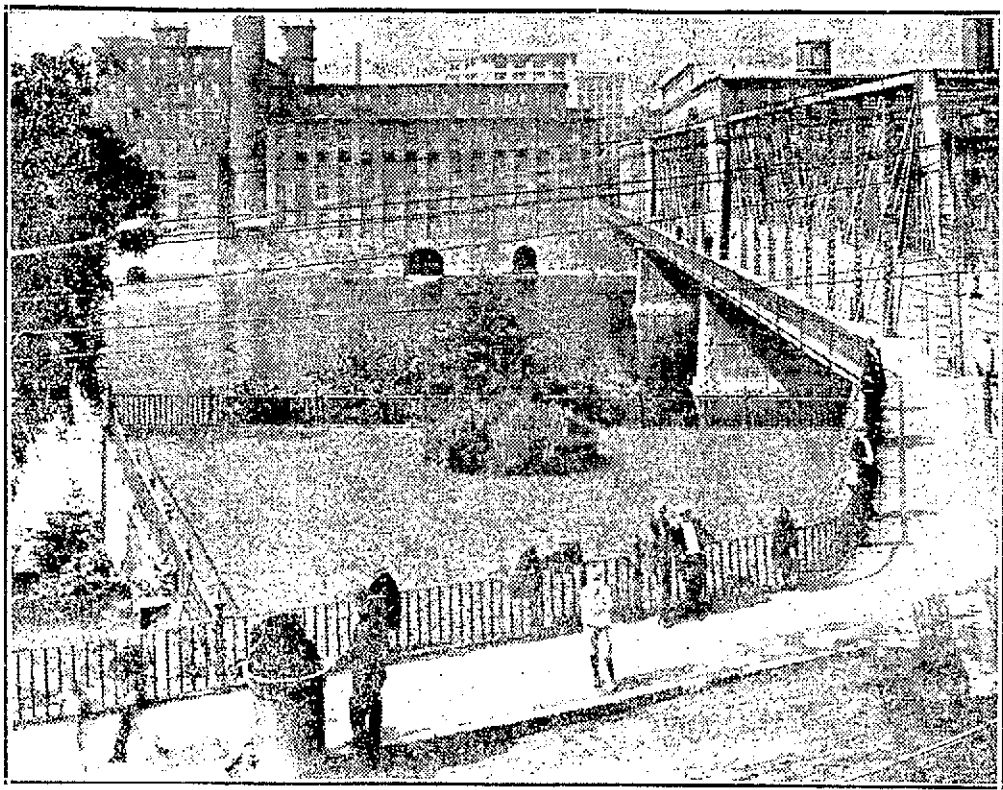
leaders in the elementary subjects. Later, in 1699, a school dame was employed in teaching the young people of the community, most likely in her own house, and a little later a school was established in the house of Jonathan Bowers, in Wood street. The first schoolhouse was situated near the cemetery between Branch and Middlesex streets, and what is now School street derived its name from that school, so we are told. In about

a means of education for the children of its employees, the Merrimack company in 1824 established a school, erecting the school building on the site of the present Green school. This institution was under the direction of Rev. Theodore Edson. The following year a similar school was opened by the Hamilton company in Middlesex street. Both corporations defrayed all the expenses in connection with their schools.

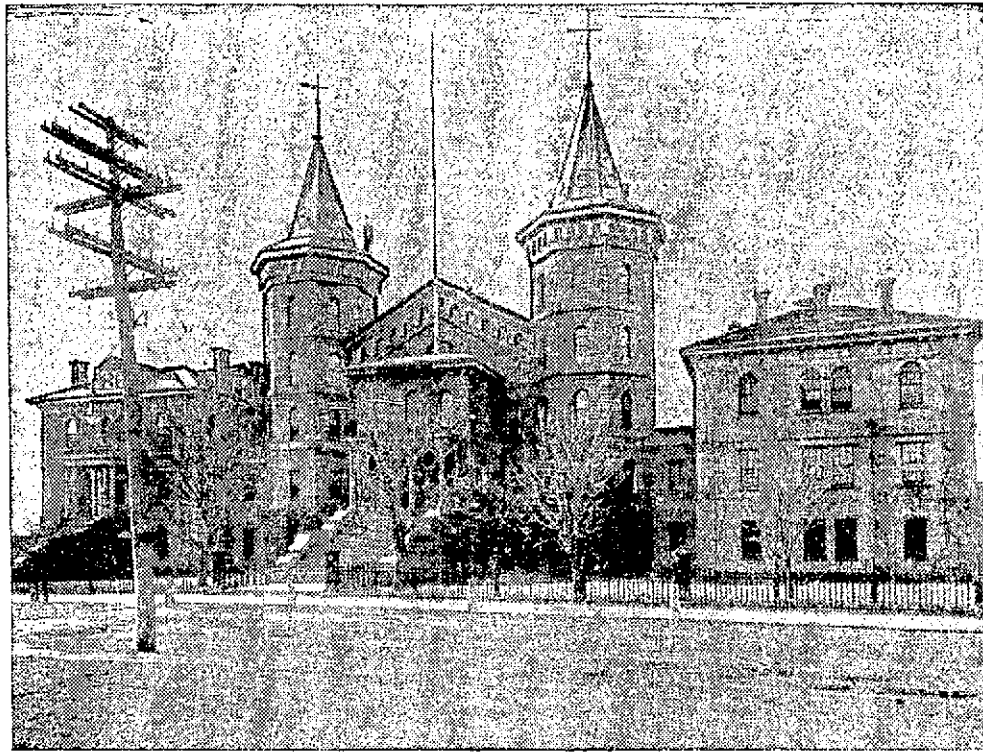
Lowell was incorporated as a town mill; this latter being called the Red Schoolhouse; No. 5, on Central street, south of Hurd street. In March, 1827, this last district was divided, making the portion on that east side of Central street district No. 6.

It is interesting to notice that the sites of some of the present school buildings were in the city's early days, sites of the district schools. Such, too, is the case with regard to some of the other public buildings.

Later the necessity of a grading of finished and occupied in 1833. The recognized type of school structure at that time was far different from that of our present day. The schoolhouses in the main consisted of one large room, with one or two smaller recitation rooms on each floor. Sometimes there was on each floor a separate school with a separate principal. In the year 1836, however, a general remodeling was begun and the buildings were provided with addition-



CENTRAL BRIDGE FROM VARNUM PARK



THE COUNTY JAIL AT LOWELL

past, we have, in nearly every case, been obliged to go back to the Merrimack mill, the first of the corporations founded in this city, which besides being practically the means of causing a city to be built on this historic site, was the most prominent factor in her equipment, and subsequent growth. Likewise, to trace the schools from their origin we must start from the founding of the mill companies.

Long ago, when Lowell was a part of Chelmsford (a fact which Lowell

first of those hardy settlers from across the water, who braved all the dangers of the deep and of an unknown and unsettled country to build new homes and establish a new community. They represented a high standard of education, far superior to that possessed by any other similar body of immigrants that we know of. Being truly educated, naturally practically their first thought on becoming settled, was of schools. At first it is believed that the children were taught by the town's

the year 1800 three new ones were built, one at Middlesex, another on the site of the present Plain Street schoolhouse, and the third on the site of the present Corporation hospital in Pawtucket street. These formed one district of the town of Chelmsford and accounts state that the appropriation made for their maintenance in 1825 was \$113.50.

An increase in population followed immediately the beginning of the mill construction here in 1822. To provide

in 1826 and at the meeting, the matter of schools was a principal topic of discussion. It was voted to divide the town into five school districts. A committee of five including Oliver M. Whipple, Warren Colburn, Henry Colburn, Jr., Nathaniel Wright and John Fisher, was selected to attend to this duty. The town was divided and the schools distributed as follows: No. 1, site of the present Green school; No. 2, at the Falls near the Lowell hospital; No. 3, near the pond; No. 4, near Hales;

the schools became more and more impressed upon those who were devoting their energies to the establishment of a satisfactory educational system. The champion of the cause of new school buildings and a greater appropriation was Rev. Dr. Edson and he won a splendid victory. The town voted \$20,000 (do not those words savour of the reports of present day municipal council meetings?) for the erection of two new school buildings. The buildings now known as the

EDSON AND BARTLETT

al rooms, usually about eight in number. The schools, too, were graded by years, following a system very similar to that of our present day.

Then with the continued increase in population,

OTHER SCHOOLS

were constructed. The Moody school, then on East Merrimack street, was built; the Franklin, now the Highland; the Green, then in a building in Middle street; the Mann, Colburn, Varnum, and the old Dracut Academy, all

scribe the growth and development in detail, mentioning the various dates of importance. The school committees were hard workers and deeply interested in the establishing of a creditable system. They strove to this end, and to one familiar with the schools as they are at present, there can be no doubt that their efforts were fruitful. Today Lowell's educational resources combined into one unit, which with some improvements already under way will constitute an excellent system.

In 1829 the statute law, which had

FOR 83 YEARS A BANK FOR MERCHANTS

Every consideration is carefully given our depositors for the wants of their business.

SMALL ACCOUNTS WELCOME AND APPRECIATED

THE Old Lowell National Bank

THE OLDEST BANK IN LOWELL

THE UNION NATIONAL BANK

61 MERRIMACK STREET, LOWELL, MASS.

CAPITAL \$350,000
SURPLUS AND PROFITS.....\$400,000

ARTHUR G. POLLARD, President

GEORGE S. MOTLEY, Vice Pres. JOHN F. SAWYER, Cashier
WALTER L. PARKER, Vice Pres. GEO. R. CHANDLER, Asst. Cashier
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Frank E. Dunbar, Attorney at Law
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John F. Sawyer, Cashier
Patrick F. Sullivan, Pres. Bay State St. Ry. Co.

WAMESIT NATIONAL BANK

OF LOWELL, MASS.

Incorporated as a State Bank, April 25, 1853
Organized as a National Association, January 17, 1865

CAPITAL - - - \$250,000

FRANK H. HAYNES, Pres. C. E. GOULDING, Cashier
FRANK GILBERT, Bookkeeper WALTER E. BARTLETT, Teller

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Harry K. Noyes C. E. Goulding Leonard F. Sherman H. C. Taft
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Frank H. Haynes Charles H. Warren Harry R. Rice

Annual Meeting third Tuesday in January. Discount Days Tuesdays and Fridays. Dividends first day of January and July.

421 MIDDLESEX ST., NEAR NORTHERN DEPOT

WASHINGTON SAVINGS INSTITUTION

267 CENTRAL STREET, LOWELL

Banking Rooms Over Lowell Trust Co.

JOHN J. HOGAN, President THOMAS H. MURPHY, Treasurer
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Open Daily from 9 to 4, and Saturday Evening from 7 to 9

Quarters Commence Second Saturdays in February, May, August and November

Appleton National Bank

176 CENTRAL STREET

CAPITAL \$300,000
SURPLUS AND PROFITS.....\$200,000

GEORGE E. KING, President MARCUS T. PIERCE, Cashier.

DIRECTORS:

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Fred A. Buttrick J. Gilbert Hill George E. King George H. Russell
Frederic J. Fleming Edwin G. Morrison Jesse H. Shepard

Accounts of Corporations, Co-partnerships and Individuals Solicited.

4% INCORPORATED 1829 4%

The Lowell Institution For Savings

OFFICE IN THE SAVINGS BANK BUILDING

18 SHATTUCK STREET

Bank open every day from 9 a. m. to 1 p. m. and on Saturday evenings from 7 to 9. No payments made during the quarter weeks of May and November. Quarters commence on the first Saturday in February, May, August and November. Dividends payable first Monday after first Saturday of May and November.

President, FREDERIC A. FISHER

Vice Presidents

GEORGE BOWERS CHARLES H. HOBSON HARRY DUNLAP

4% EDWARD B. CARNEY, Treasurer. 4%

A LIVE BANK IN A LIVE CITY

Lowell Trust Company

Invites accounts of individuals, firms, corporations and societies. Small accounts receive same careful attention as larger ones.

GEO. M. HARRIGAN, President.

JOHN F. CONNORS, Actuary.

265 CENTRAL STREET

A Progressive Bank Conservatively Managed.

Albert S. Guild

INVESTMENT BANKER

Buys and sells Local Mill Stocks and Bank Stocks, and sells Choice Five Per Cent. Bond Investments

312 WYMAN'S EXCHANGE

MIDDLESEX SAFE DEPOSIT AND TRUST CO.

PERCY PARKER, President

LARKIN T. TRULL, Vice President

CHARLES L. KNAPP, Treasurer

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MERRIMACK, COR PALMER ST., LOWELL, MASS.

LOWELL THE CITY OF SPINDLES

previously required a high school in every town containing 100 families, was revised so as to require such a school only where there were 500 families. A census was taken to see if there were that number in Lowell, and it appeared that there were not. A high school was recommended, however, in spite of the fact that there were not the required number of families. The high school was opened in

time. The magnificent high school of today, with its various departments, its commercial course, its military training, manual training and evening classes, is pointed to with an honest pride by Lowell people, and is a great asset in the progress of the young people of "The Spindle City."

A word regarding the INDUSTRIAL SCHOOL, which is another of the most promi-

ent and flourishing of Lowell's educational institutions. The school committee voted in May, 1911, to establish an industrial school, and the school was put into actual operation the September following. The original equipment cost a very considerable sum and six teachers and a principal were elected to conduct the affairs of the new school. The school opened with an attendance of 105 boys and 53 girls,

and at the present time the students number about 170 boys and more than 100 girls. At the outset, portions of the Mann school, Bartlett, Morrill and Old Moody schools were used for the industrial school, and at the present time the institution occupies the whole of each of these buildings with the possible exception of the Old Moody school. A movement toward the building of a new industrial school was

persons or associations before Lowell as a city had the right or wish to sustain them herself. On several occasions the city granted small funds to various societies to assist in defraying the expenses of the evening classes which they were conducting. Later, however, a law was passed giving to cities and towns full power to open and maintain evening schools for the education of persons over 15 years of

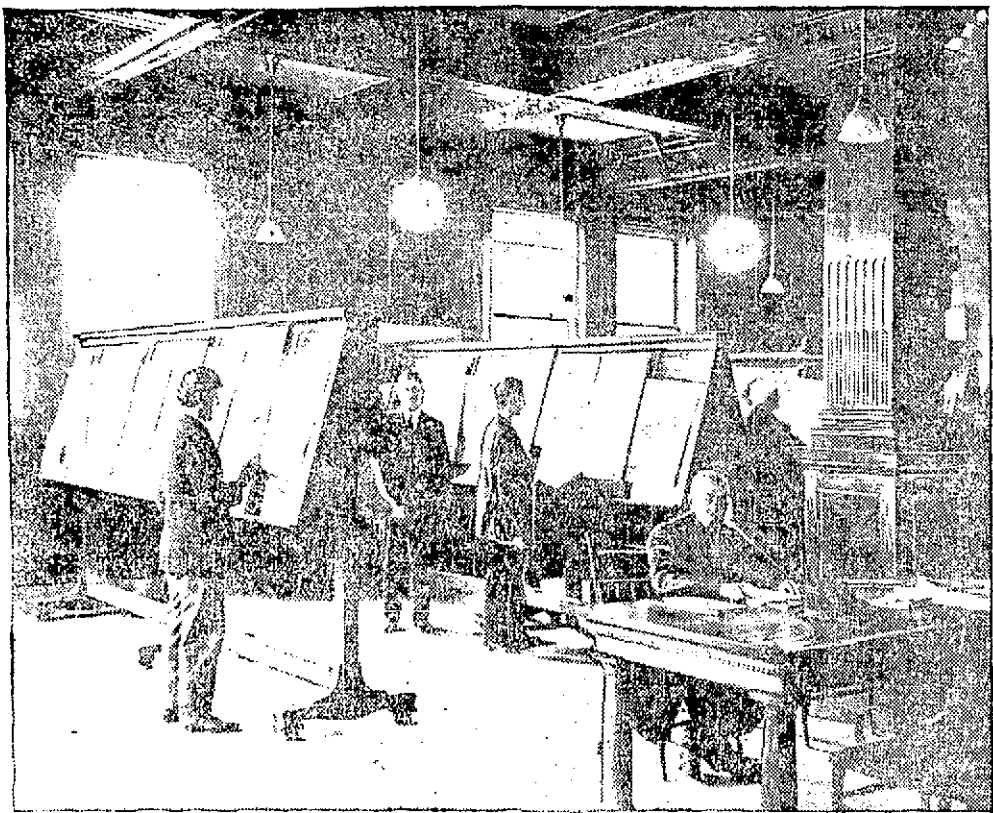
need was supplied by volunteers, of which there were about 55. The attendance amounted to 900, and the schools were kept open two evenings each week. This was successful for a time, but afterwards the charitable organizations once more opened evening schools. Then, aided by further acts of the legislature, one of these making attendance at the evening schools compulsory for all minors over

include the high school, the industrial school, and the majority of the other public schools throughout the city. There are, too, other evening schools conducted under the auspices of the Catholic Young Men's lyceum, for members of that organization, the institution having been the idea of Rev. Brother Osmund, principal of St. Patrick's parochial boys' school. The members show a great interest in

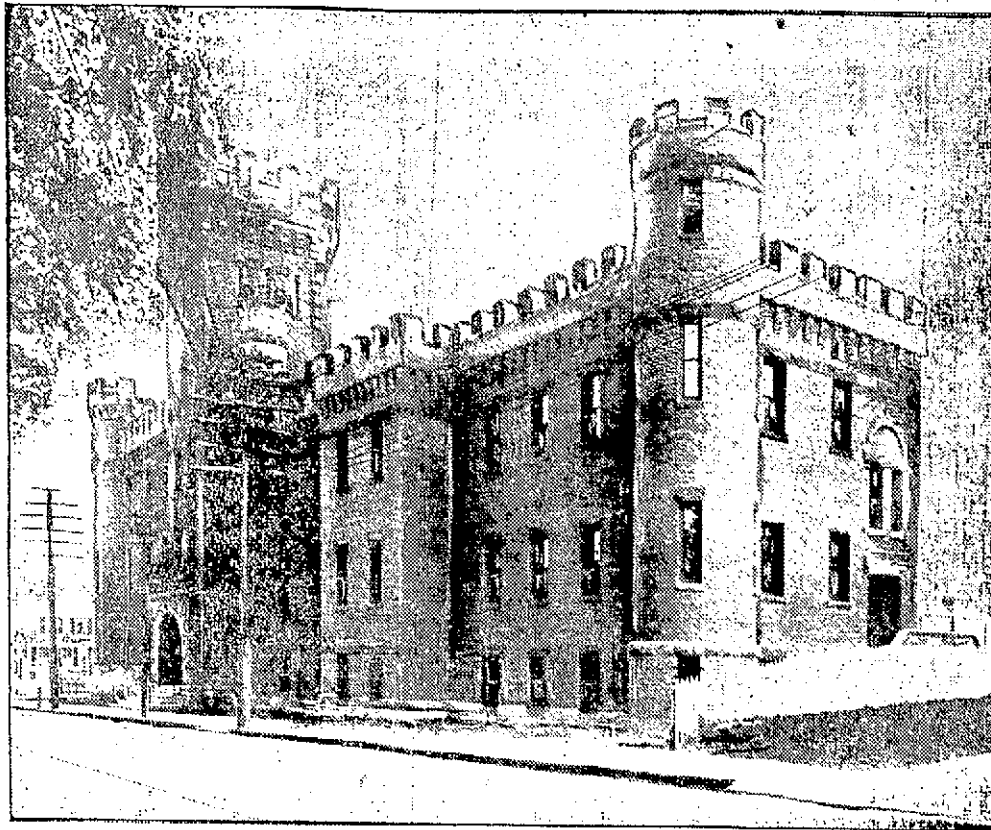
factor that is all the more worthy of mention and commendation because of the fact that its work and efforts are unrewarded in any earthly form; that factor is

THE PAROCHIAL SCHOOLS

system of institutions built and supported by the various Catholic churches throughout the city, the teachers of which are for the most part members of religious orders, the Brothers or the



SCENE IN LOWELL PUBLIC READING ROOM



STATE ARMORY AT LOWELL

December, 1851.

THE LOWELL HIGH SCHOOL. Learns the high honor of having been the first permanent co-educational high school in Massachusetts. The first sessions were held in a small building on Middlesex and Elliot streets. It was moved several times to finally be located in a new building at the present site on Kirk street. In 1858, diplomas were given for the first

time and flourishing of Lowell's educational institutions. The school committee voted in May, 1911, to establish an industrial school, and the school was put into actual operation the September following. The original equipment cost a very considerable sum and six teachers and a principal were elected to conduct the affairs of the new school. The school opened with an attendance of 105 boys and 53 girls,

started some time ago by Mr. Campbell of the school board and in fact has been agitated by progressive citizens and officials for some time. It is to be hoped that the plan will soon become a reality.

A feature of the Lowell educational system is the evening work in the schools.

THE EVENING SCHOOLS were first provided by philanthropic

age. The school committee of the following year promptly took advantage of the new law and established two public evening schools, which had previously been conducted as private evening schools by one Rev. Horatio Wood. Rev. Mr. Wood was continued in charge of the institutions. The appropriation for expenses of the evening schools was \$450, a sum too small to pay for teachers, and this

14 years of age. This largely increased the attendance until in the year 1893-4 it averaged 1,912. Then several years later, the evening high school was opened in a hall in the building of the Green school. The location of this was changed several times but the institution itself persevered.

Today the evening schools are a most valuable and successful branch of the educational system of Lowell. They

these evening classes. The teachers are men who are members of the lyceum or parish. This school of evening classes, so successful because of the wholesome interest of the young men of the society should give an excellent example to similar organizations to follow.

There is another prominent factor in the educational system of Lowell, a

Nuns.

The parochial schools throughout the country as well as in Lowell have received nation wide commendation and recognition by all sects, as performing in the best possible manner the duties of educating the young. In Lowell there are many such institutions, and they are all flourishing, reflecting the spirit which inspired their founders.

The growth of the Catholic popu-

D. T. SULLIVAN

—OF—

DOLBEN & SULLIVAN'S, 7 WATER ST., BOSTON

Furnished the FACE BRICK On the New Sun Building

ALSO ON THE FOLLOWING LOCAL JOBS:

St. Peter's Parochial School, Rogers Hall School Gymnasium, Lowell Gas Co., Power House, Harrington Building, Central Street, Corbett Building, Gorham Street, J. B. Cover's Store House, Middle Street, N. E. Telephone & Telegraph Co. Building, Appleton Street.

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LOWELL THE CITY OF REPUTE

lation of Lowell was rapid, as was shown in the history of the building of the churches. It was not long before plans were started for parochial schools, the pastors recognizing the need of institutions for the furthering of the Catholic system of educating the young people of the various parishes. Between the years 1850 and 1890 several of these parochial schools were organized, including the Immaculate Conception school in charge of the Gray Nuns; St. Patrick's parochial

sisters have the distinction of having founded the first parochial school in Lowell, the institution being conducted in connection with St. Patrick's church. In 1854 the sisters founded the academy of Notre Dame, which is located on Adams street, a girls' school, very well known throughout the country. Today this is a flourishing institution and the list of students includes many from distant parts of the country, who come to Lowell to receive the benefits of the excellent training of this school. The Sisters of Notre Dame also teach

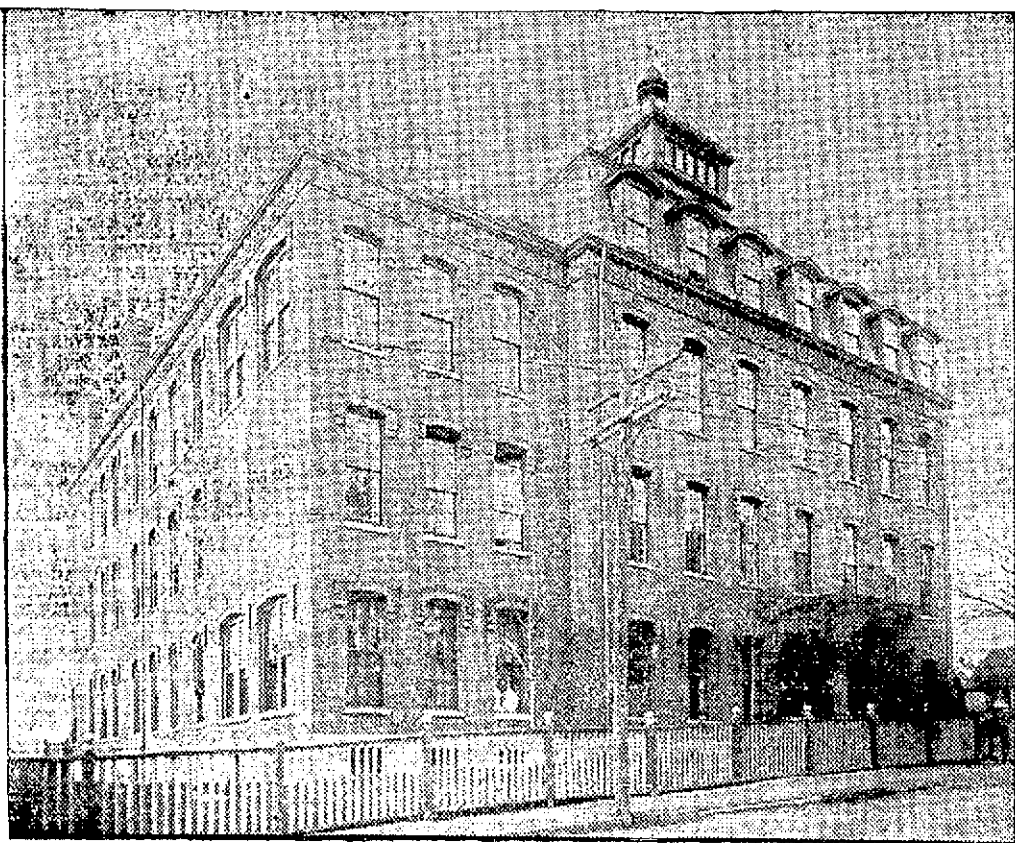
ture, located in Gorham street. This building is, perhaps, as well equipped as any of the Lowell school buildings, and has the benefit of the newest and most modern construction. Another excellent educational institution is St. Joseph's college at 764 Merrimack street, in charge of the Marist brothers, and having nearly 900 pupils. This college was organized in 1872, and like the others, has grown and prospered, due to the perseverance and study of those in charge. So, the parochial schools of Lowell

best teachers in the country, and under the state management it has been most successful. The number of pupils has been large, and the manner in which the school trains its students for the work of teaching is well known and acknowledged by all who have come in contact with its graduates. There are several courses, among the important branches being that which prepared the students for positions as supervisors of mills. There is the practical teaching experience in the Bartlett grammar school afford-

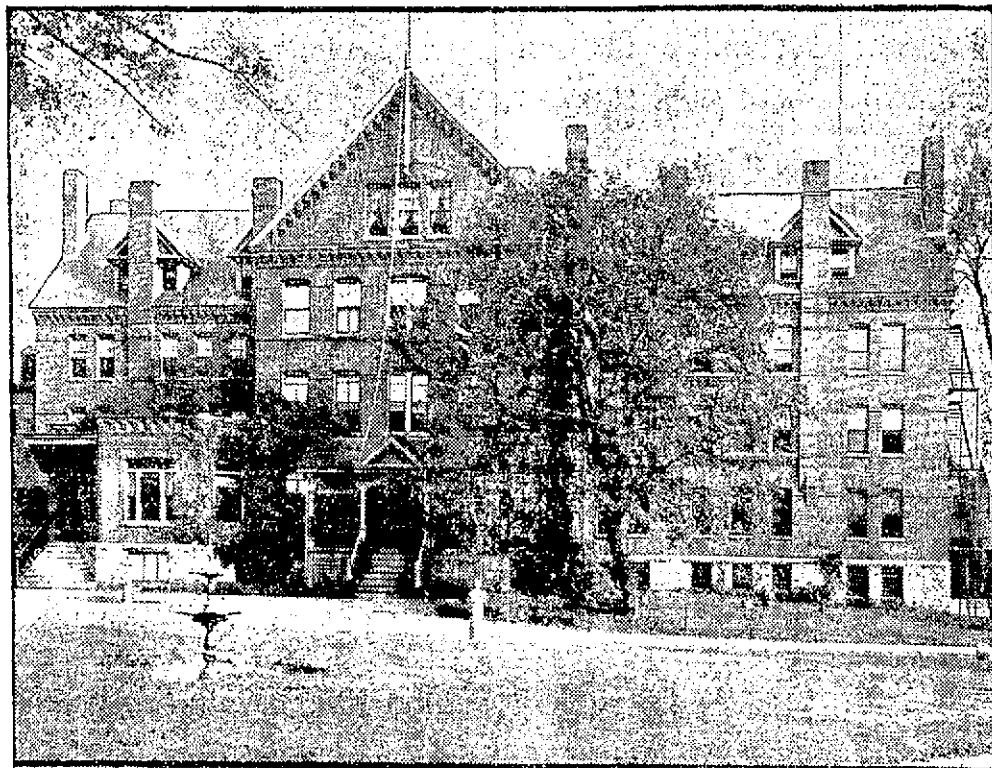
the progressive board of trade of the city conceived the idea of establishing a textile school in this city, finding the necessity for it in the textile conditions of Lowell, the manufactories, etc., and in the fact that such a school would provide for the needs of the textile industry throughout the commonwealth. Accordingly, members of the board of trade and the agents and treasurers of local mills and of the corporations of Merrimack valley in general got together and formed the first plans for the establishing of such

education, from this and other sources. It was planned to establish a school of thorough instruction in textile theory and art, rather than as a city institution. An act was passed by the legislature allowing all cities having 450,000 spindles to have a textile school and granting to each \$25,000 on condition that the city itself contributed a like amount. Lowell was the first city to form a corporation under this act, and this was effected in June of the year 1895, the incorporators being Augustus Lowell, A. G.

arranged so as to bring the best possible results. Today the school confers two degrees, having been allowed to do so by acts of the legislature. The degrees are "Bachelor of Textile Engineering," for a four years' course, and "Bachelor of Textile Dyeing," in connection with the chemistry course. There are, besides, the regular three year diploma courses in textile engineering, chemistry, wool and cotton manufacture, etc. The equipment of the school has



ST. JOHN'S HOSPITAL



CHELMSFORD STREET HOSPITAL

school for boys, in charge of the Xaverian brothers; St. Joseph's parochial school for girls, in charge of the Gray Nuns of the Cross, and several others, which were organized and opened later.

THE SISTERS OF NOTRE DAME came to this city on September 14 in the year 1852, through the efforts of Rev. Fathers John and Timothy O'Brien of St. Patrick's church, who realized the value of the work of the sisters for educational purposes. These

the boys of the two or three lower grades in St. Patrick's parochial school. In the same manner in which the history of the other schools was made, so grew and prospered the parochial schools, under the direction of the pastors of the various churches, until we have the very extensive and praiseworthy system which is doing so much for the city today.

The most recent addition is the new parochial school of St. Peter's parish, a fine institution in a splendid struc-

form a most important part of the history of Lowell's educational system, having in a comparatively short period, grown to a remarkable extent. Still another prominent Lowell educational institution, which deserves especial mention is the

STATE NORMAL SCHOOL in Broadway, which was opened in 1887. The building of this school in Lowell was a big event for the city. The courses at the Normal school have been built up, and developed by the

ed the students during their course, and this, too, has proven most advantageous. This story of Lowell and especially the section which is devoted to outlining of Lowell's educational system, would not be complete without some description of the work and growth of the

LOWELL TEXTILE SCHOOL, which is in every way the pride of the city. Prominent citizens and members of

an institution. An association for the establishing of such a school was soon formed. Hon. Frederick Lawton kindly volunteered his legal services and two bills were prepared to be submitted to the legislature of 1895. About this time the officers of a Philadelphia Textile department of the School of Manual Art of the Pennsylvania museum, made an extensive display of their work at the annual meeting of the National Association of Wool Manufacturers held in Boston and remarkable interest was aroused in textile

Cummeck, Edward W. Thomas, Charles L. Hildreth, William S. Southworth, Eugene S. Hyman, A. G. Pollard, Jacob Rogers, Frederick S. Clark, Alvin S. Lyon, Frederick Lawton, Edward W. Atkinson, Thomas Walsh, Haven C. Perham and James T. Smith, A. G. Cummeck was elected president, A. G. Pollard treasurer, and James T. Smith clerk. The attendance during the first term was in every way encouraging. Committees were formed, trustees elected, and the general affairs of the school

been constantly augmented until today it is a real mill in itself. The machinery and all accessories are of the latest and most modern design and following the newest ideas in the textile industry. The principal of the school is Charles H. Eames, and he is assisted by a very capable faculty. The student receives both the theory and the practical side of the industry. The graduates are now in most cases holding responsible positions throughout the country, in the textile field.

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Surplus over and above
capital and liabilities.

Assets.

FIDELITY UNDERWRITERS.....	\$19,243,555	\$42,586,574
NIAGARA-DETROIT	3,964,710	10,744,785
ST. PAUL FIRE & MARINE.....	3,213,966	9,464,890
BOSTON	2,531,430	6,384,742
GERMANIA	2,596,267	7,260,197
PENNSYLVANIA	2,326,053	8,002,962
WESTCHESTER	1,278,771	5,218,653
WESTERN	1,053,889	2,578,165
MONNHEIM	325,980	872,850

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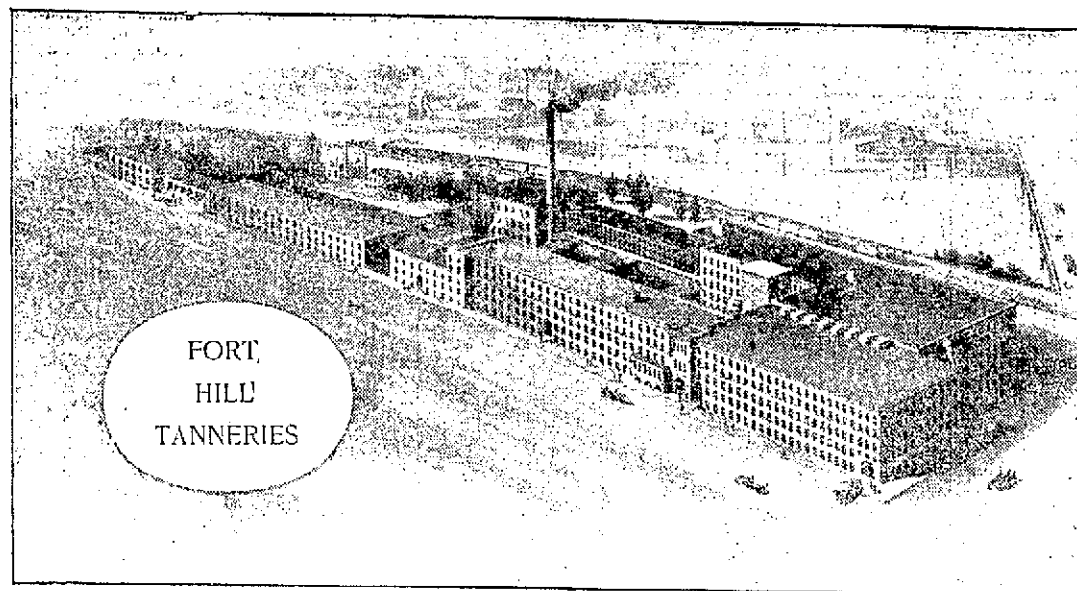
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SURETY BONDS
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and Side Upper
Leather in the Very
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of Tannage and
Finish



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Leather in the Very
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of Tannage and
Finish

The Lowell, Mass. Factory of the American Hide and Leather Co.

Is noted and stands foremost for two things: Developing the Greatest Amount of HUMAN SKILL in the art of Tanning; and what goes logically with this skill, the production of the finest and best upper leather for Shoes to be found anywhere in the world.

HERE BELOW ARE FIVE LEADERS THAT ARE MADE IN THIS TANNERY

TAN ROYAL is the most excellent colored Chrome Calf Leather, four shades—No. 4 Brown, No. 8 Tan, No. 12 Coffee, No. 16 Mahogany. These colors are permanent. The grain is smooth and mellow with remarkable strength and stability. Polishing and dressing adds richness to the color. TAN ROYAL unites all the qualities desired for fine calf leather. It is used extensively in the leading lines of fine shoes.

ROYAL KID is the highest grade Black Chrome Calf Leather with a dull, smooth finish and a natural grain of the finest soft and pliable texture. This tannage is also extremely durable and is used for the best quality men's and women's shoes. It is similar to Tan Royal Calf Leather with the exception of color. ROYAL KID is the leather which has the fullest confidence of the leading shoe manufacturers in the United States.

BRONKO PATENT is the leading high-grade Patent Leather and has occupied first position for many years, enabling the shoe manufacturer to make perfect Patent Leather Shoes. Its fibre is lively and strong because it has never been degreased or snuffed; its finish is rich, black, and lustrous. Bronko is suitable for men's shoes to retail from \$3.50 to \$6.00, where it gives complete satisfaction for durability and fine appearance.

NUMBER 102 BOX CALF is conceded the best upper leather for storm and rough outdoor wear, hunting, sporting and walking boots of the finest quality. It has a pleasing tan color that cannot be successfully imitated. The grain is dull finished and waterproof. The shoe manufacturers making the highest cost sporting and outing shoes state that No. 102 Box is the best leather they can find in any market.

WILLOW CALF produced over twenty years ago, perfected ever since. It was the original high-grade Tan Colored, Chrome Calf Leather and still holds the highest position. WILLOW has a fine, soft, flexible appearance and feel, and keeps these qualities permanently. Its toughness, durability, and service are remarkable. Made in two shades—No. 101 Tan and No. 104 Olive Brown. Extensively used in the medium and fine grades of men's and women's footwear, in America and abroad.

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CALFSKIN TANNERIES: Lowell, Mass.; Danvers, Mass.; Chicago, Ill., (three plants).

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Sheboygan, Wis.

Ballston Spa, N. Y.

Curwensville, Pa.

Woburn, Mass., (three plants).

SHOE STOCK PLANT: Binghamton, N. Y.

SOLE LEATHER TANNERIES:

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Mansing, Mich.

Merrill, Wis.

LOWELL THE CITY OF ACHIEVEMENT

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HON. DENNIS J. MURPHY
Mayor of Lowell



HON. GEORGE H. BROWN
Commissioner of Finance



CHARLES J. MORSE
Commissioner of Streets

THE CITY GOVERNMENT OF LOWELL, 1914

FIGURES SHOW
CITY'S WEALTH

Facts That Prove Lowell a Good City in Which to Live

View of Her Many Industries and Educational Institutions

as an art museum

Lowell has 16 1-2 miles of waterways.

Lowell is the largest city in Middlesex county.

Lowell is the largest city of the Merrimack valley.

Lowell is the ideal city of the Merrimack Valley.

Lowell is a centre of the Bay State Street Railway company, and its tracks connect all surrounding cities and towns.

Lowell is the shopping centre for residents of Nashua, Milford and Pelham, N. H., Hudson, Tyngsboro, Dracut, Tewksbury, Billerica, North Billerica, Burlington, Bedford, Wilmington, Andover, Ballardvale, Dunstable, Pepperell, Ayer, Westford, Graniteville, Brookside, Forge Village, Chelmsford, Carlisle, Littleton, North and South

The following facts concerning the City of Lowell have been compiled by Secretary John H. Murphy of the board of trade:

Lowell is situated at the confluence of the Merrimack and Concord rivers. Lowell was incorporated as a town in 1826.

Lowell was incorporated as a city in 1836.

Lowell's population is 106,234. Lowell's area is 14.1 square miles, or 9024 acres.

Lowell's valuation is \$84,797,348.90. Real, \$65,597,229. Personal, \$19,199,128.50. Lowell's public property is valued at \$8,919,010.

Lowell has 210 miles of streets. Lowell has 120 miles of sewers.

Lowell has five national banks, two trust companies. Capital and surplus, \$2,180,700.

Lowell has eight savings banks.

Lowell has a per capita deposit in savings banks of \$294.08. Average per depositor, \$415.37. Number of depositors, 71,248. Deposits, \$31,259,452.

Lowell has three co-operative banks. Assets, \$1,441,750.44. Number of members 4171.

Lowell has 74 churches. Lowell has 77 schools.

Lowell has 130 passenger trains a day.

Lowell handles about 2,000,000 tons of freight annually.

Lowell has four express companies. Lowell has many transfer companies.

Lowell's public library contains 90,000 volumes. Lowell has five live newspapers.

Lowell has 16 hotels. Lowell has 11 amusement houses and theatres.

Lowell develops about 30,000 h. p. daily by means of 6 1-2 miles of canals, which furnish water power to manufacturing enterprises.

Lowell's annual wages amount to \$16,000,000. Within a year new concerns have located in Lowell, which will increase the annual pay roll by \$250,000.

Lowell's gas rate is 85 cents per 1 M. ft.

Lowell has the lowest electrical rates

for power and lighting of any city of its size.

Lowell has four hospitals.

Lowell has the greatest variety of industries in the United States.

Lowell has the greatest textile school in the world.

Lowell has the largest cotton mill in the United States.

Lowell has the largest hosiery in the world.

Lowell has the largest sail cloth factory in the United States.

Lowell has the largest leather factory in the United States.

Lowell has the largest magneto factory in the United States.

Lowell has the largest carpet mill in the United States.

Lowell has the largest proprietary medicine plant in the United States.

Lowell has the largest mohair plush factory in the United States.

Lowell has the largest phonograph needle factory in the world.

Lowell has an enviable record for labor conditions.

Lowell has exceptional shipping facilities.

Lowell produces enough cloth annually to go around the world seven times.

Lowell's products reach every part of the world.

Lowell has a welcome for any new industry.

Lowell is the fastest growing shoe centre in the United States.

Lowell's capital invested in manufacturing enterprises amounts to \$91,954,000.

Lowell is sometimes called the Venice of America.

Lowell is the home of Ladd, Whitney and Taylor, the first three men killed in the Civil war.

Lowell is the birthplace of Whistler, the artist, and his home is now used

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MODERN BUSINESS DEMANDS MODERN METHODS. ARE YOU TAKING ADVANTAGE OF THE MANY OPPORTUNITIES ELECTRICITY FOR POWER AND LIGHT OFFERS YOU?

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We are at your service to show you in countless ways how to benefit by the use of electricity.

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LOWELL THE CITY OF PROSPERITY

Chelmsford, Haverford and other places. Lowell has a police force of 135. Lowell has a fire department of 130 men. Lowell merchants employ over 3000 people. Lowell has never had a water famine.

Lowell consumes 5,369,405 gallons of water a day. Lowell has over \$2,000,000 invested in public schools. Lowell has 13 engine houses representing a valuation of \$350,000. Lowell has a storage warehouse with a capacity of 200 cars.

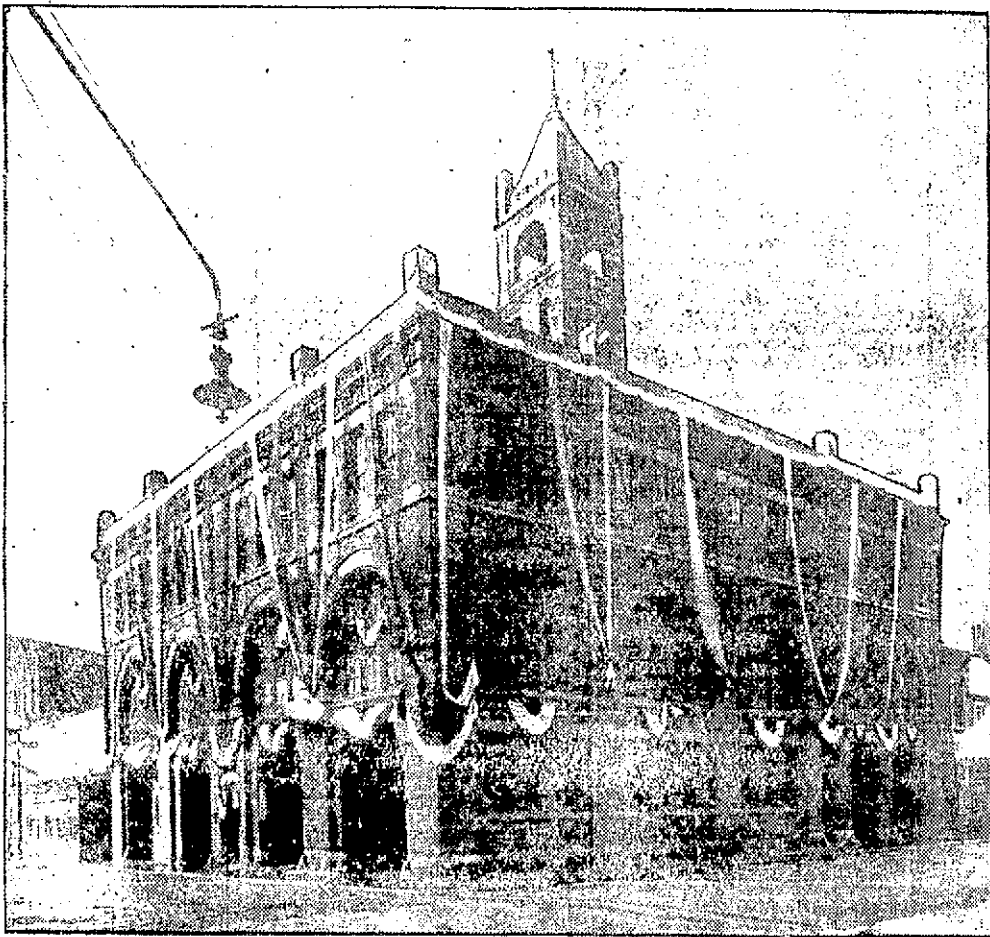
Lowell has nearly 14,000 children in the public schools, and 62 school buildings valued at \$2,000,000. Lowell has never suffered from a business depression because of its large variety of industries. Lowell has four industrial schools to teach boys mechanical trades, and

One chief's automobile. Two district chief's automobiles. Four automobile combination trucks. Six engines, four hook and ladder trucks. Two chemicals, 12 hose wagons. One hundred and fifty alarm boxes. Fourteen hundred fire hydrants.

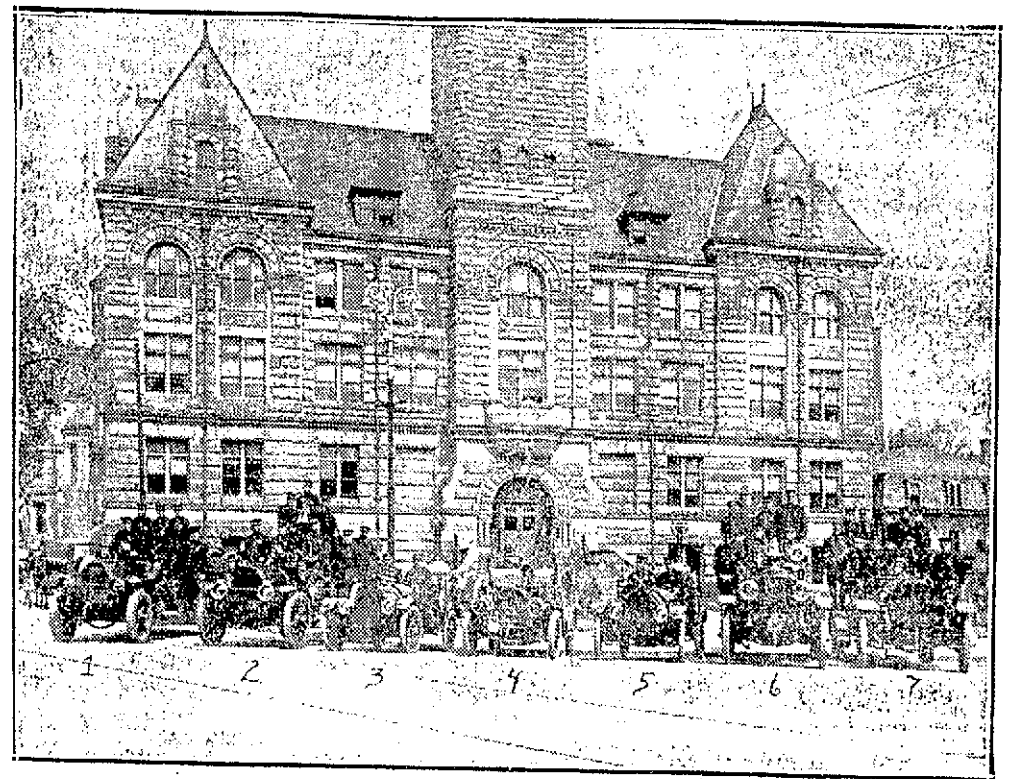
Twenty-three reserves. One automobile police patrol. Two motorcycles. Water Department. Source of supply, 1000 driven wells. Daily capacity, 14,000,000 gallons. Daily consumption, 5,369,405 gallons. Three reservoirs.

is the electric railway system, connecting practically all of the cities and towns, and converting the territory into something like one big community. The electric railways have been a most important agency for the development of the commercial activities of Lowell, as is proven by

opened for business. There was one route from Pawtucket Falls to the Belvidere district, and another from the postoffice to Whipple's mills, and a third was laid through Middlesex street to the Old Lafayette house. Next came a line through Central street and later to Gorham street.



CENTRAL FIRE STATION IN GALA DAY ATTIRE



FLYING SQUADRON OF LOWELL FIRE DEPARTMENT

1—Protective Co.
2—Engine Co. No. 4
3—District Chief Crowley
4—Chief Engineer Saunders
5—District Chief Sullivan
6—Hose Co. No. 8
7—Engine Co. No. 2

Lowell has a city hall that cost \$410,000. Lowell has 352 school teachers in the public schools. Lowell has more than 1000 manufacturing plants. Lowell has about 2000 telephone subscribers.

Lowell has the best muslin underwear factory in the world. Lowell has 10,554 property owners. Lowell has 20,691 dwellings. Lowell has 26,426 assessed polls. Lowell has 142,322 acres of public parks and playgrounds. Valuation, \$688,272.

to teach girls domestic arts. Fire Department. Fourteen buildings, value, \$341,000. Equipment. One hundred and seventeen permanent officers and men. Sixty-nine substitute call men.

School Department. Fifty-nine buildings. Value, \$1,905,000. Three hundred and fifty-two teachers. Number of pupils, 12,721. Police Department. One hundred and twenty-two officers and patrolmen.

One hundred and fifty miles of water mains. Fourteen hundred hydrants. Pressure, 17 to 82 pounds. ELECTRIC RAILWAY SYSTEM. One of the great features of the Merrimack valley at the present time,

figures and statistics. The herald of the electrical system was the horse car system. The Lowell Horse Railroad company was organized in April, 1865, with an authorized capital of \$100,000 and paid up capital of \$40,125. On the first day of March of the following year, the lines were

Other extensions were made in Broadway and Westford and Chelmsford streets. The Lowell company had a monopoly of this means of transportation for about twenty-two years until the Dracut company organized, and after some opposition, succeeded in bringing

ANNOUNCEMENT

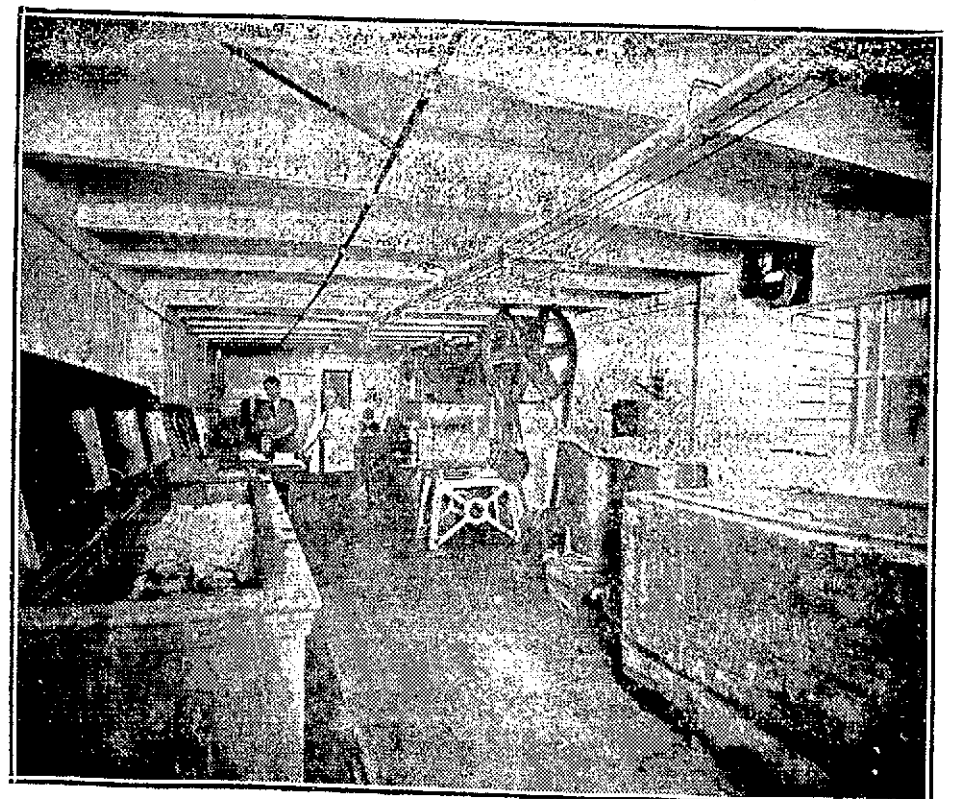
Mr. George W. Conant and Mr. Charles H. May have formed a copartnership under the firm name of the G. W. Conant and C. H. May Co. to serve the public as general electrical contractors and engineers with headquarters at Lowell, Massachusetts. Mr. Conant has been with the L. A. Derby Company, electrical engineers, of Lowell, for more than twenty years in general charge of the power and mechanical departments. Mr. May is a much younger man although with several years' experience in the installation of electric lighting equipment and its accessories, formerly as a partner in the firm of Hinckley & May and for the past eighteen months at the head of his own business.

The company is to have as assistants Mr. J. W. Mevis, an expert with an experience of seventeen years and a specialist in battery controlled apparatus, and Mr. Lester G. Hall, an expert with many years experience pertaining to general electric lighting and power. The strength of this organization in its line of work will be conceded by all those who have any knowledge of its membership. To those to whom the organization is wholly unknown this strength can be quickly proven.

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LOWELL THE HOME OF TALENT

its lines into the city. Tracks were laid on Bridge street, and the lines extended from Merrimack Square to Lakeview park, then one of the favorite recreation grounds for Lowell people. In 1889 bonds were issued for the purpose of securing and installing electrical equipment for these lines to Lakeview, and in 1890, the railroad commissioners authorized the Lowell and Dracut company to issue further stock for \$100,000. The company then had various routes running to different points throughout the city. Meanwhile the city was growing rapidly and its settlements began to be projected farther into the suburbs. This gave rise to the question of rapid transportation for the dwellers of these growing communities to connect them with the central portion of the city.

In a short time, the directors of the Lowell and Dracut company acquired a controlling interest in the Lowell company. Consolidation, it was found, would better serve the interests of the public and would facilitate the operation of both lines. Accordingly the two were combined in the Lowell and Suburban Street Railway company. This had a very favorable effect upon the growth of the city of Lowell as well as of the suburbs.

The advent of electric power to replace the horses brought about a great increase in the street railway business, and in a remarkably short space of time, the horse cars were done away with, and electricity used instead.

Mr. P. F. Sullivan, president of the Bay State Street Railway today, was an officer of the Lowell and Suburban Street Railway company. This company was successful, being operated for a time without further change. At length, however, the Lowell, Lawrence and Haverhill Street Railway company was formed and some time afterwards, the latter and the Lowell, Lawrence and Haverhill roads were combined under the latter name. The next company to enter the field was the Lynn and Boston company which soon consolidated with the Lowell, Lawrence and Haverhill lines under the name of the Lynn and Boston company. This was followed by the Boston and Northern company, and at last by the Bay State Street Railway company.

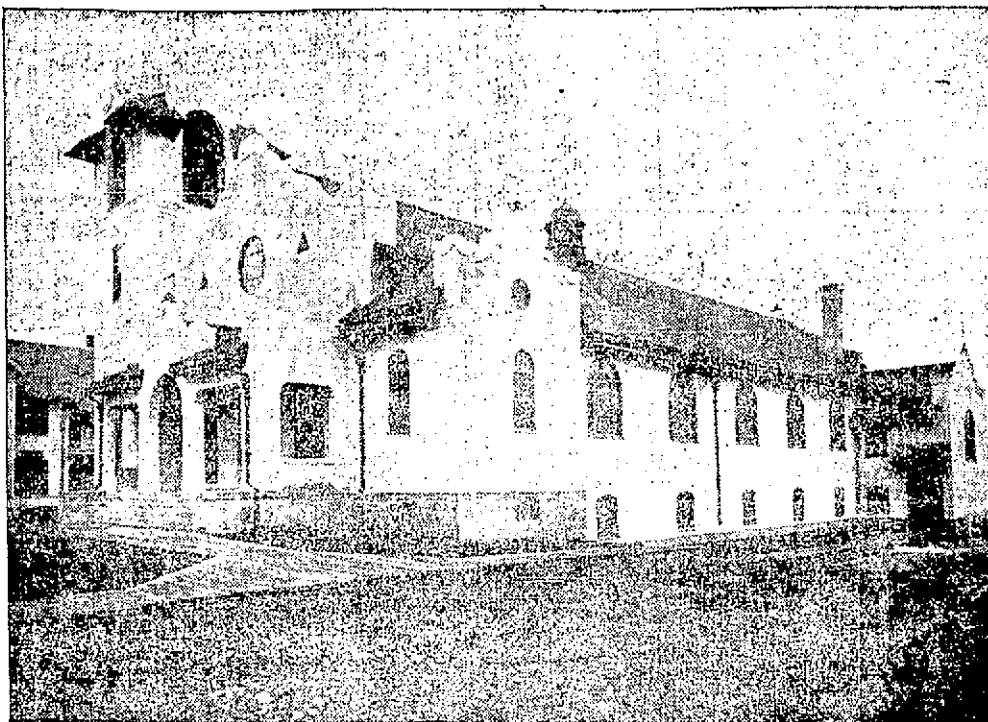
Today the Bay State Street Railway system serves 96 cities and towns, extending from Nashua, N. H., to New-

port, R. I., with numerous branches. The company is operating on approximately 940 miles of track. It has nearly 950 closed cars and approximately 1100 open cars. Mr. P. F. Sullivan is president of the company, having a very wide experience in the street railway business. Mr. Thomas Lees is general superintendent in Lowell, and Mr. H. E. Farrington is superintendent. Both men have had a wide experience in this work and have very creditably conducted the affairs of the company in Lowell and vicinity. Mr. Lees started as a conductor in 1888, and his rise from that to the positions of assistant starter, starter, and finally to his present high position was rapid. Mr. Farrington has been connected with several other companies in responsible positions, and has been with the Bay State company about four years.

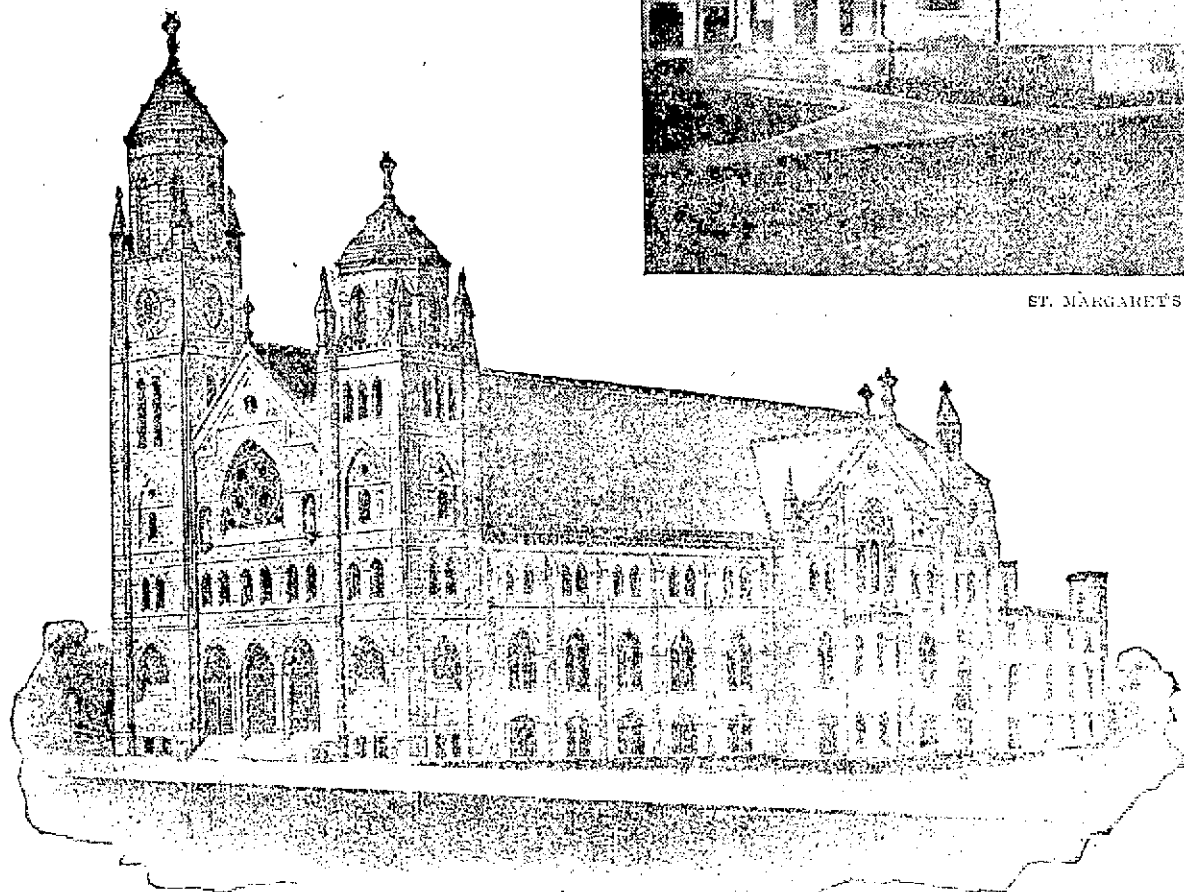
Lowell is connected with every part of Eastern New England by trolley lines, and very many people take advantage of this fact in planning their summer vacation trips.

LOCAL INDUSTRIES

More than half a century ago the Lowell Gas Light company was established in this city and began operations, supplying the needs of the people of this city, in a capable manner, and never losing an opportunity to grow and expand. The legislative act enabling the incorporation of this company was passed in 1849 and was



ST. MARGARET'S CHURCH



ST. PETER'S CHURCH

energy and added enterprise on the part of the manufacturers, the city could be greatly aided as a shoe manufacturing city. This industry was started in Lowell in 1887 when the John Pilling company, in Worthen street, began the manufacture of women's shoes with a capacity of 1000 pairs per day. Since then other companies have come and built factories until Lowell is at present a very promising shoe city. The other companies operating here at present are: Federal Shoe company, L. H. Spaulding company, A. J. Foster company, Stover and Bean company, Mears, Feely and Adams, Field and Lumbert Co., Barry Shoe Co., Robinson and Hazelton Co., Frank Hoyt Co.

There are many circumstances which contribute to the prospects of the city as a center for the development of the shoe industry, including direct connection with the United Shoe Machinery Co., and other facts. With an increased interest toward getting more skilled labor to the city, the manufacturers have it in their power to bring about this development. Also by advertising Lowell as a shoe city, which is done to a large extent by the ever alert board of trade.

AMERICAN HIDE & LEATHER CO.

One of the most prominent of Lowell concerns is the American Hide and Leather company, whose Perry street tanneries are familiar to every resident. The fame of this company is world wide, and its products are sent to every corner of the globe.

The Lowell tanneries of this company are located in several mammoth buildings, comprising a remarkable plant and employing a very large number of men. Five of the leaders of the products of this company are very well known throughout the country; they are listed as follows: Tan Royal, Royal Kid, Bronco Patent, Number 102, Box Calf and Willow Calf. The company supplies the makers of the highest grade footwear for the material with which to manufacture their products.

The company has headquarters in Boston, New York, Chicago, St. Louis, Cincinnati, and these include offices and stores. There are calfskin tanneries in Lowell, Danvers, Mass., and Chicago. Side Upper Leather tanneries in Milwaukee, Wis.; Sheboygan, Wis.; Ballston Spa, N. Y.; Curwensville, Pa., and three plants in Woburn, Mass. There is a large shoe stock

signed by Governor George N. Briggs. The capital stock was not to exceed \$200,000. Business, however, was actually begun a short time later with a capital far below the limit.

Since the establishment of this company, the use of gas in lighting and heating for household purposes has grown in popularity. Today the company has a magnificent plant in School street for the generation of gas. At the corner of Shattuck and Middle streets, the company has a business office equipped in a modern and up to date way, and in Merrimack street is a gas appliance store where are sold various gas appliances, such as lamps, stoves, flatirons, and other equipment for the household. Mr. George S. Motley is president of the board of directors.

The company is one of the most prosperous of the Lowell concerns at the present time and has contributed largely toward the general prosperity of the city.

LOWELL AS A SHOE TOWN

Lowell is a rapidly growing shoe center, and with a little work and

EVERYTHING ELECTRICAL

ELECTRIC DOMES AND FIXTURES AT REDUCED PRICES

We wish to thank the people who have patronized our stores in the past, and assure you that we have tried to give each customer as much for his money as possible, and make a profit. Our stores in Lowell:

261 Dutton Street, 62 and 64 Central Street, and 63 Prescott Street

Save 25 to 35 per cent. by trading with us—We are the only wholesale electrical house in Lowell

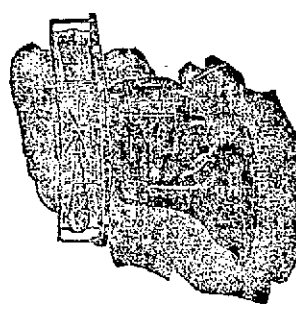
THE FOLLOWING ARE A FEW OF OUR PRICES

Reg. Price	Our Price
Brass Key Sockets.....	.30 .18
No. 50715 Receptacle.....	.15 .10
Green Twisted Lamp Cord, No. 18, ft.....	.03 .02
Black Reinforced Window Cord, ft.....	.05 .04
Electric 2 1/4 in. Shade Holders.....	.10 .04
2 Wire Porcelain Cleats, pair.....	.02 .01
3 in. 5-16 Tubes.....	.02 .01
Household Medical Coils, each.....	3.50 2.40
Old Brass Pull Sockets.....	.60 .35
Pencil Zincs for your battery.....	.06 .04
Salamoniacs, by package.....	.06 .04
Cylinder Carbons for battery jars.....	.25 .15
No. 6 Autocrat Dry Cells, each.....	.25 .20
Columbia No. 6 Dry Cells, each.....	.25 .20
Red Top Columbia Ignitor, each.....	.30 .22
Ever Ready Tungsten 3 Cell Flashlight Batteries.....	.30



Automobile and Motor Switches from 25c to \$1
Fans from.....\$5 to \$30
Telephone Instruments from, each \$1.10 to \$3.30
Spark Plugs from, each.....23c to \$1.50
Flashlights from.....26c to \$5.00

Reg. Price	Our Price
Shepard's 3 Cell Tubular Batteries.....	.20
2 Cell Shepard's Tubular Batteries.....	.17
2 Cell Nickel Case Flashlights.....	.49
2 Cell Miner's Tubular Ever Ready Batteries.....	.19
3 Cell Miner's Tubular Ever Ready Batteries.....	.46
Electric Battery Engines.....	.53
Stiff Rope Gas Brackets.....	.20
Single Swing Gas Brackets.....	.35
Gas Tips, dozen.....	.10
Gas Mantles, each.....	.10 to .30
Wooden Push Buttons, each.....	.05
Carbon Lamps, 3 1/2 volt, each.....	.10
Carbon Lamps, 110 volt, 16 c. p. lamp, each.....	.16
Wooden Battery Switches, each.....	.10



Automobile Tungsten Lamps from, each 19c to 40c
Electric Desk Fans, 12 in., from, each \$7.85 to \$17
2 and 4 Blade Ceiling Fans from, each \$25 to \$50
Electric Vacuum Cleaners from, each \$38 to \$100

	Reg. Price	Our Price
Inverted Gas Burners, complete27
Gas Shades.....		.10
Electric Shades.....		.10
Inverted Gas Shades, each, from10 to .30
Gas and Electric Domes, from	6.70 to 40.00	
Electric Portable Lamps, from	3.00 to 50.00	
Electric Portable Lamps.....	22.50	13.80
Electric Portable Lamps.....	11.40	6.30
Electric Portable Lamps.....	13.20	8.80
Electric Portable Lamps.....	9.60	5.05
2 Light Electric Chandeliers 4.00		2.50
3 Light Electric Chandeliers 6.00		3.25
4 Light Electric Chandeliers 20.00		9.25
2 Light Gas Fixtures.....	1.75	.90
3 Light Gas Fixtures.....	2.30	1.30
4 Light Gas Fixtures.....	13.60	8.25
Portable Desk Lamps.....	12.00	3.50
Triangle Electric Iron.....	3.00	2.60

WE CARRY A LINE OF PLUMBERS' SUPPLIES. CALL AND SEE OUR GOODS AND PRICES.

We make a specialty of furnishing small induction motors for all kinds of work.

WE DO ALL KINDS OF ELECTRICAL WORK.

New England Electric and Supply Corporation

J. HENRY COLLINS, Treasurer and Manager.

TELEPHONES—1317-W, 1317-Y, 1317-R

LOWELL CATERERS TO THE WORLD

plant at Binghamton, N. Y., and sole leather tanneries at Mansing, Mich.; Manistee, Mich., and Merrill, Wis.

MACHINE SHOPS

The Saco-Lowell Machine company has one of the largest plants of any Massachusetts Manufacturing company. The company organized in the

mention to a few of those which have figured most prominently in the city's growth and which are spreading broadcast the fame of the city.

ELECTRIC LIGHT CORPORATION

Another thriving and progressive corporation is the Lowell Electric Light Corporation, the office of which is in Central street, and the plant in Belvi-

of The Sun. The company deals in all sorts of electrical appliances, for lighting, heating and furnishing power, and many useful and valuable articles are on display at the store in Central street. These windows have gained an enviable fame among Lowell people because of their novelty and constant attractiveness. They show what is

found throughout this industrial edition, numerous messages to the readers from the manufacturers and business concerns, who, by means of advertisements in this big medium are conveying to the general public the news of their progress, the list of their products, etc., and showing why they should be patronized.

FACTORY PRODUCTS FAMOUS

At another point in this story of Lowell, mention was made of the fact that Lowell has the greatest variety of products of any city in the country. This is a fact, the importance of which is perhaps not sufficiently impressed upon the people.

The fact of Lowell's location at the confluence of those two great rivers, the Concord and the Merrimack, has been an important factor in the bringing to this city of the various big manufactures, even of those who do not use water power.

Some of the products of Lowell are world wide in their fame, having been advertised and sold in every civilized land. This could not be the case if the products were not wholly worthy of all the good things which their advertisers claim for them. They have been projected into the general trading world, and have met with favor at the hands of the people.

For instance, a few of Lowell's famous products, omitting for a time, the great amount of the finest quality cloth which is turned out by the mills, are as follows: U. S. cartridges, Ayer's sarsaparilla, hair vigor and other remedies; Hood's sarsaparilla and other remedies; Rubifacem, Hay's cologne, Moxie, O'Sullivan's rubber heels, Bigelow carpets, Shawknit hosiery, St. Thomas salve, Helms magnets, Karbolith flooring, rubber tires of all sizes and kinds, from the Patterson Rubber company, and many others, too numerous to mention.

In advertising all of these products, their manufacturers have advertised the city to a wide extent, with results that have been almost incredible.

The patent medicines made in Lowell are of country-wide use. The products of the J. C. Ayer company are known to every one, as are those of the C. I. Hood company.

Lowell is a big shopping center, being handily located to a large number of smaller towns. This is facilitated by the fine service of the Bay State Street Railway company. People come from Graniteville, Ayer, Nashua,

Millford, Pelham, N. H., Hudson, Tyngsboro, Truett, Billerica, North Billerica, Burlington, Bedford, Wilmington, Andover, Bullardvale, Dunstable, Pepperell, Westford, Brookside, Forge Village, Chelmsford, North and South Chelmsford, Carleton, Littleton, Harvard and other places.

PARKS AND PLAYGROUNDS

There is another side in the life and prosperity of a city beside the commercial side, namely the social life, the resources for recreation, the public institutions.

Lowell is noted for its public playgrounds, places of recreation for her children, which have been of untold benefit to the city in affording healthful out-of-door recreation to all who desire to take advantage of it. The system has been established and kept up for a number of years, always with

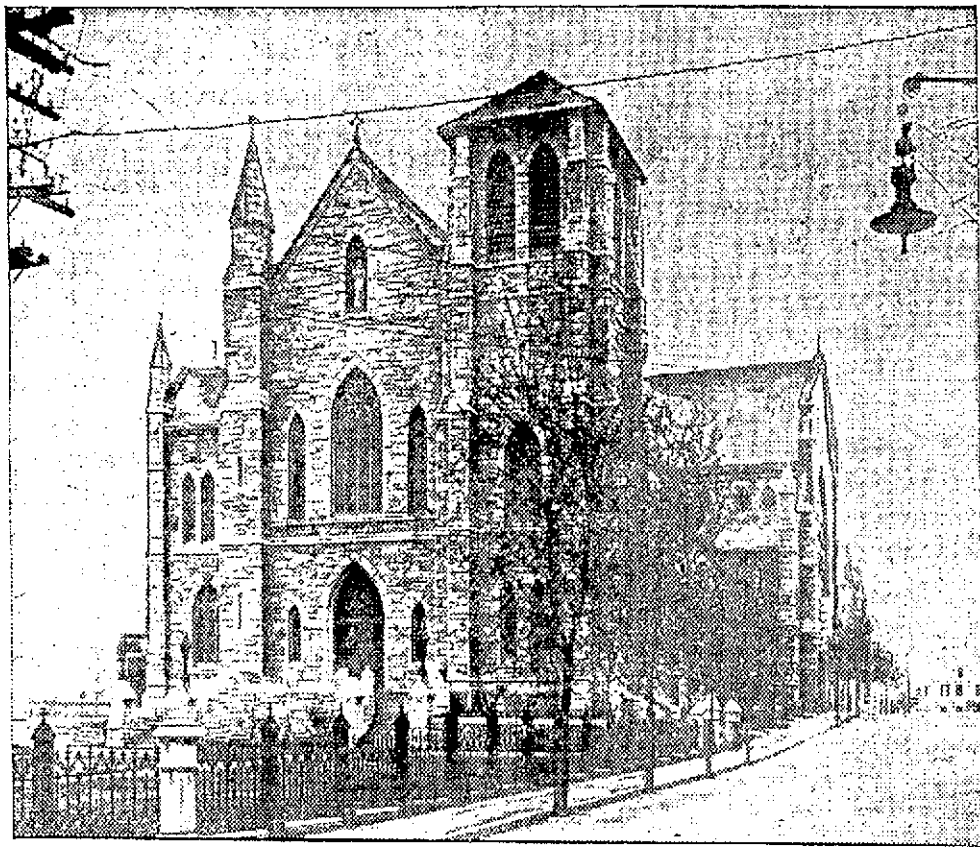
increasing success, a fact that has been a source of gratification and pride to the residents of the city, and which has caused visitors and people of other cities to speak in glowing terms of the spirit of the "City of Spindles." Lowell has about 142,322 acres of public parks and playgrounds, and the valuation of these is nearly \$700,000. These afford amusement for the children. Throughout the summer months the little lads and misses have at their disposal playgrounds where they may enjoy all sorts of sports and games under the direction of competent, watchful supervisors. The boys are taught baseball, basketball, and the various other athletic sports, while the girls are afforded useful information and instruction in various kinds of work, and this is accomplished in a manner that is more like play to them. They are also taught the dances of

the nations. At the end of the playground season, each year, there is a grand exhibition at the grounds at the South common at which people from all over the city congregate to watch the organized play of the little ones.

The parks are another big feature of the city, and make Lowell the "City Beautiful." Throughout the warm weather these are frequented by the residents. One of the most beautiful of the parks is that on Fort Hill, where in years gone by was situated an old Indian fort.

BOARD OF TRADE

Lowell has a live organization of the business men, known as the Lowell board of trade, an organization which has been exceedingly active in promoting the city's growth. It would be most fitting at this point to give a history of this board of trade, from



IMMACULATE CONCEPTION CHURCH

early days of the history of this section and has grown wonderfully. Today the Lowell plant is one of the largest and most efficient of the kind in the country.

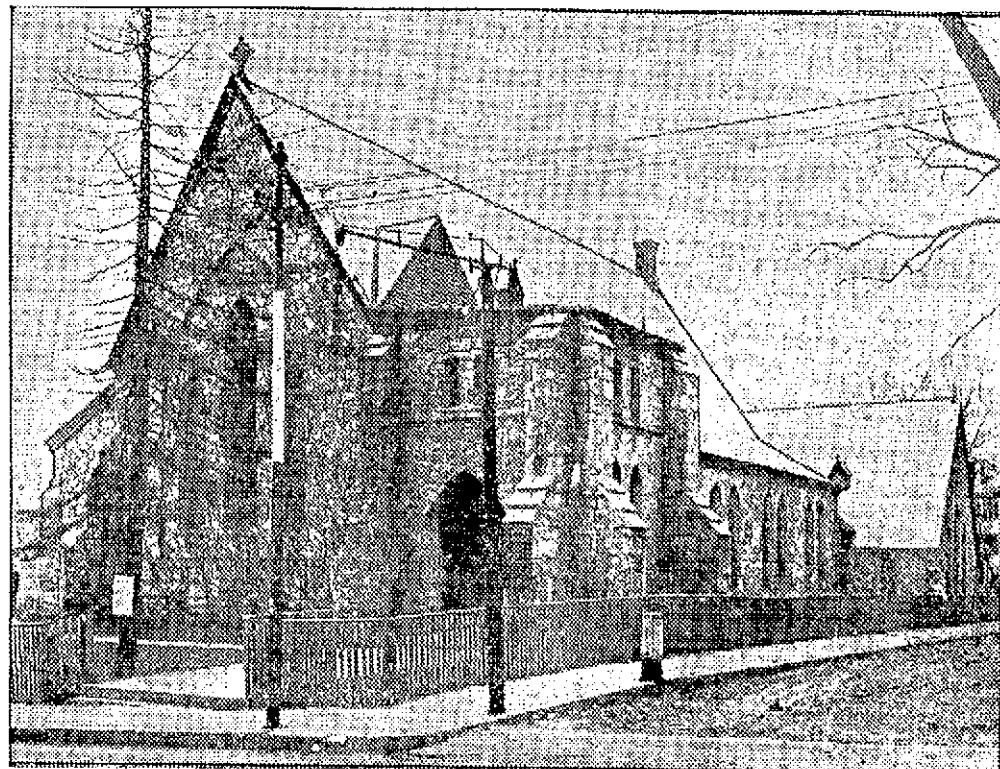
It would be impossible to go into detail regarding all of the manufacturing of this city but in the foregoing paragraphs, we have simply given due

here. This company deserves special mention from the fact that it supplies with electric light, heat or power a great number of the families or manufacturers of the city of Lowell.

The company is a firm believer in advertising and its daily message to the public will be seen on the lower part of the first page of each edition

latest and best in the use of electricity as applied to domestic uses.

It would please us to be able in these pages to give a history of all the manufacturers and business firms who contributed to Lowell's growth and development, but such is impossible because of the great space which such an account would require. There will be



ST. JOHN'S EPISCOPAL CHURCH

BURN WILSON'S COAL

Lime, Cement, Brick

BUILDING MATERIAL OF ALL KINDS



DISTRIBUTORS OF LOWELL GASLIGHT COMPANY'S

COKE

E. A. WILSON & CO.

4 MERRIMACK SQUARE—700 BROADWAY—15 TANNER STREET

Pure Drugs, Chemicals, etc.

CAN BE BOUGHT AT

Talbot's Chemical Store

AT ALL TIMES. PRICES ARE RIGHT AND CUSTOMERS ARE ALWAYS ASSURED THE BEST ATTENTION

Carbolic Acid Cryst., lb.....	35c	Ginger (Ground) lb.....	20c
Boric Acid (Antiseptic) lb.....	19c	Powdered Hellebore, lb.....	20c
Oxalic Acid (Bleaches) lb.....	15c	Insect Powder, lb.....	35c
Alcohol (Pure Grain) pt.....	45c	Iodine Tincture, 4 oz.....	30c
Alcohol (Denatured) pt.....	10c	Metal Polish.....	10c, 25c
Alum (Ground or Lump) lb.....	5c	Sponges (Large), each.....	20c
Ammonia (Double Strength) pt.....	10c	Oil Cedar, 3 ozs.....	25c
Aniline Colors, oz.....	10c	Castor Oil, pt.....	17c
Arnica Tincture, 8 oz.....	35c	Castor Oil (Flavored) 4 ozs.....	15c
Arrowroot, Powdered, lb.....	30c	Rae's Olive Oil, qt.....	85c
Bay Rum (Best Imported), qt.....	70c	Pasquale Olive Oil, qt.....	70c
Bisulphide Carbon, lb.....	30c	Floor Oil, gal.....	30c
Blue Vitriol, lb.....	10c	Cottonseed Oil, qt.....	25c
Borax (Ground) lb.....	7c	Screen Enamel.....	15c, 25c
Calcium Carbide, 10 lbs.....	85c	Bath Tub Enamel, pt.....	80c
Camphor Gum, lb.....	52c	Bronzing Liquid, qt.....	35c
Moth Balls, 3 lbs.....	25c	Bronze Powders, oz.....	10c
Moth Flakes, 3 lbs.....	25c	Floor Paint, qt.....	50c
Arsenate Lead, lb.....	18c	Household Varnish, qt.....	55c
Pyrox (Bowlers) lb.....	25c	Interior Enamel, qt.....	70c
		Liquid Granite, gal.....	\$3.00

40 MIDDLE ST.

LOWELL THE CITY OF ENDEAVOR

its origin, and a brief summary of the work which it has accomplished through the enterprise of its officers and members. Mr. John H. Murphy, the present secretary, is one of the most active of the promoters of the interests of the city today, and is always on the alert for an opportunity to add to the city's industrial and commercial resources.

The first business organization of the city of Lowell was known as the Lowell Business Men's association, which was organized May 31, 1887, with Charles H. Coburn as president. September 26, of the same year, the

replete with many undertakings tending to the betterment of local conditions and among the many important recommendations made or projects launched were the following: Improvement of water supply, building of a new high school, building of a new postoffice, establishment of the Textile school, and many matters of a civic nature.

The board today is much larger in membership, its scope of work is broader and its many accomplishments are heralded as acts of efficient business building.

The membership numbers about \$50 and the surrounding towns are organ-

other industries that have been in operation here. Shoe shops, felt factories, machine shops, chemical plants and rubber establishments that have started business here during the past three years have added a million dollars to the annual pay-rolls of the city.

The board has made many valuable

affairs, city beautiful work, educational projects, regulation of fire insurance rates, legislation, postal affairs, public health, better roads and the development of the Merrimack river are a few of the topics which entail the work of committees and which are at present being discussed

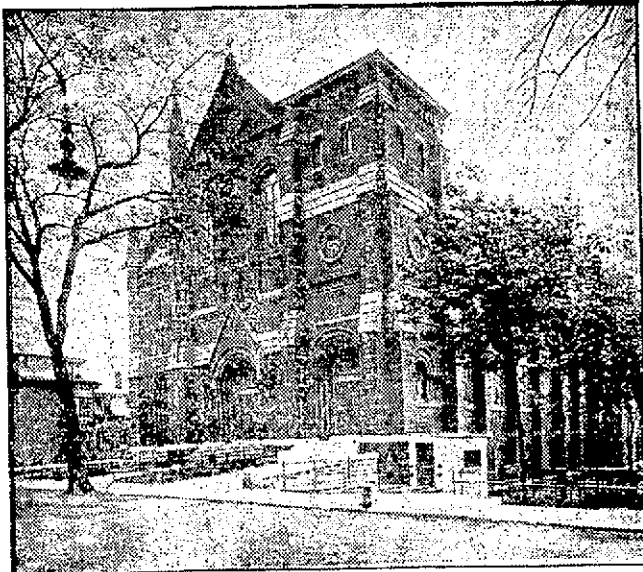
libraries of the larger cities and many have been sent to the American representatives in foreign countries.

The business and professional men who are members of the Lowell board of trade are proud of their organization and business interests of New England do not hesitate to commend

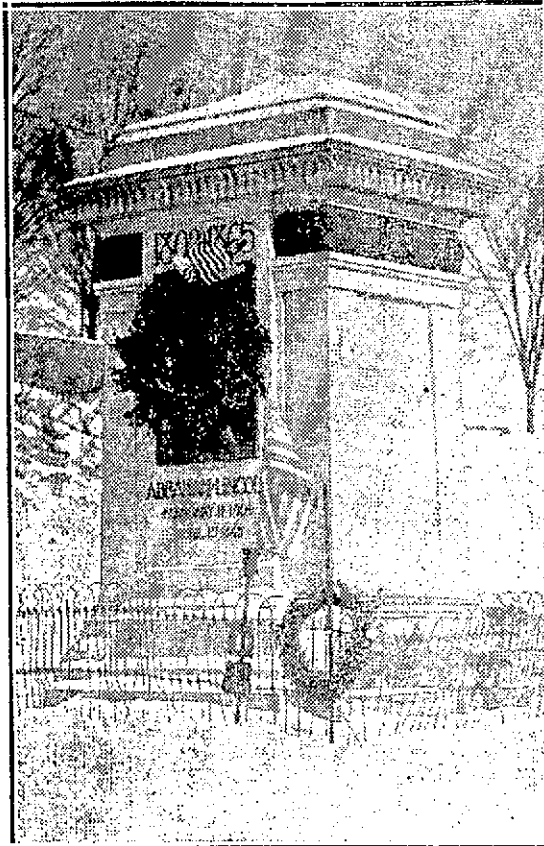
company, a corporation engaged in the manufacture of automobile tires, and the location of the mammoth locomotive, car and repair shops of the Boston & Maine railroad are two very successful results of an industrial nature in connection with the work of the Lowell board of trade. In competition with hundreds of cities seeking the location of these two plants the effectiveness of an efficient organization and the civic pride and unselfishness of the members counted wholly for the success attained.

The past presidents of the board have been the following: Charles H.

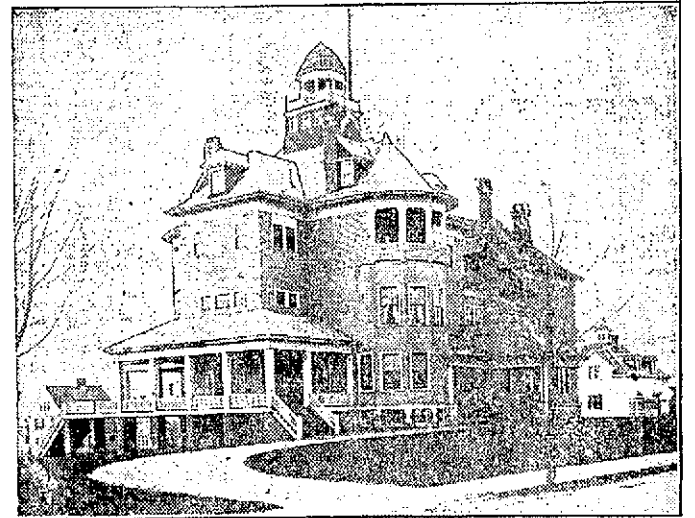
ard, Ex-President Walter S. Watson, Ex-President Alonzo G. Walsh, Ex-President Henry A. Smith, Ex-President Harvey B. Greene, Otis W. Butler, Daniel F. Carroll, Mijo D. Clay, Hon. John B. Drury, Harry Dunlap, Herford N. Elliott, Frederic A. Fisher, Esq., Robert Friend, Patrick Gibrudo, Walter E. Guyette, Irving D. Kimball, George E. King, Dr. Joseph E. Lamoureux, Benjamin J. Mahoney, William A. Mitchell, Clarence H. Nelson, Frank Ricard, James C. Reilly, Esq., Arthur W. Saunders, Daniel W. Shanahan, Hon. John T. Sparks, George H. Taylor, Paul B. Wesson, George W. Trull,



SACRED HEART CHURCH



LINCOLN MONUMENT



THE HIGHLAND CLUB

name was changed to the Lowell board of trade and January 16, 1896, it was decided to incorporate the organization and February 8, 1896, a charter was received from the commonwealth of Massachusetts incorporating the Lowell board of trade with the following names inscribed as charter members: Charles E. Adams, G. Winfield Knowlton, Francis Jewett, Edward N. Wood, J. L. Chalfoux, Charles W. Wilder, Roswell M. Boutwell, Charles A. Stott, P. O'Hearn, Charles H. Coburn, Arthur G. Pollard, J. Tyler Stevens, George A. Marden, A. M. Chadwick, Amasa Pratt, George H. Marston.

The early records of the board are

ized and it is safe in reckoning about 2000 members of boards of trade in Greater Lowell. The advantages of cities and towns having organizations are manifold.

A business organization that is constantly working for the interests of a city or town is bound to increase the prosperity of the community.

The record of the board for the past few years is of such a nature as to warrant universal commendation for industries have been induced to locate in Lowell, which have given employment to thousands of employees and the wages paid have been in advance of

recommendations to the city government namely, licensing of newsboys, layout of streets, better street lighting, establishment of public hall and public market, elimination of the bill board nuisance, the fencing of the canals and the establishment of industrial schools and playgrounds.

Transportation matters, municipal

with an idea of advancing the welfare of the community.

The board has lost no opportunity to favorably advertise the city in every way possible and has printed year books which display the advantages and tell of the opportunities of the city in a very interesting way. These books have been distributed to the

board for its activity, accomplishments and standing.

The meetings of the board which are frequently held are given over to the discussion of some topic of interest, dealing with city, state or national affairs in business and are well attended and prove instructive and interesting.

The location of the Patterson Rubber

Coburn, Charles E. Adams, Charles A. Stott, J. L. Chalfoux, George A. Hanscomb, Jesse H. Shepard, W. S. Watson, George H. Marston, Charles H. Conant, E. J. Neale, A. G. Walsh, Henry A. Smith, Harvey B. Greene, Arthur L. Gray.

The present officers are the following: George M. Harrigan, president; Robert F. Marden, first vice-president; Frank Hanchett, second vice-president; P. O'Hearn, third vice-president; Edward B. Carney, treasurer; William F. Hills, auditor; William Cogger, clerk; Hon. Dennis J. Murphy, Ex-President Jesse H. Shep-

Rev. C. H. Williams, Dr. H. N. Larabee, William J. Quigley, Hon. Edward Fisher.

Success has crowned the past year's work and the officers and members are ever on the alert to advance the interests of the community and are ever watchful of the slogan, "Lowell, the City of Opportunity."

LOWELL'S INSTITUTIONS

There are many features about Lowell which combine to make it the "City Beautiful." Among these are the parks, well kept and adequate, the shade trees along the streets and our

G. C. Prince & Son, Inc.

— WHOLESALE AND RETAIL —

STATIONERS

Books, Art Goods, Stationery,
Office Appointments, Wrapping
Paper, Typewriters and Supplies

GLOBE FILING CABINETS, PICTURE FRAMES TO
ORDER, CIRCULATING LIBRARY AND
GIFT SHOP,

This firm furnished the frames for the beautiful Coggeshall paintings which adorn the walls of the business office of The Sun; the Globe filing cabinets in The Sun editorial department and equipped every office in The Sun building with standard thermometers.

G. C. Prince & Son, Inc.

106-108 MERRIMACK ST., LOWELL

Telephone 4330

Quick Auto Delivery

INSURANCE VARIETIES

Fire, Life, Accident, Health, Plate Glass, Steam Boiler,
Flywheel, Use and Occupancy, Rents

Leasehold, Liability, Compensation, Automobile, Bond,
Transportation, Burglary, Property Damage

Tornado, Collision, Tourist, Registered Mail,
Sprinkler Leakage

— FOR SALE BY —

FRED. C. CHURCH

GENERAL INSURANCE AGENT

Prompt and Liberal Adjusters of Losses

53 CENTRAL ST. Phones 917-918 CENTRAL BLK.

LOWELL THE CITY OF SUCCESS

public buildings.

One of the chief sources of local pride is centered in the magnificent city hall and the Memorial building. The Lowell city hall is constructed of Conway granite, and is situated at the junction of Merrimack and Moody streets, a most convenient and centrally located site for such a building.

The interior of the building is elab-

buildings were constructed at about the same time. Memorial building today contains the city library, and Memorial hall, the latter used for the meetings of some of the G. A. R. posts, the Spanish war veterans and kindred organizations.

One important resource of the city of Lowell is her public library, a most complete institution, with thousands of volumes and constantly growing.

section of the entry of the city hall of that day and was opened on Feb. 11, 1845. A fee was paid by the people for the privilege of taking books from the library, the fee being 50 cents per year. Josiah Hubbard was the first librarian. He continued in that office for thirteen years.

In the early days of the library, the city purchased a private circulating library and later the mayor was re-

Here, the library grew until the quarters became too crowded, and it was finally decided by an act of the city authorities to erect a Memorial hall.

The present librarian is Mr. Frederick A. Chase who has held that office for a number of years. During his incumbency there has been a notable growth in the library, the circulation of its books, and the number

residents of the city. A sum was appropriated to add to the number of these books, their original addition to the library's shelves having met with such decided favor.

The library today is all that could be desired, and is a real credit to our city. Its equipment is for the most part fireproof; there is a large reading room where are placed tables containing all the latest standard periodicals,

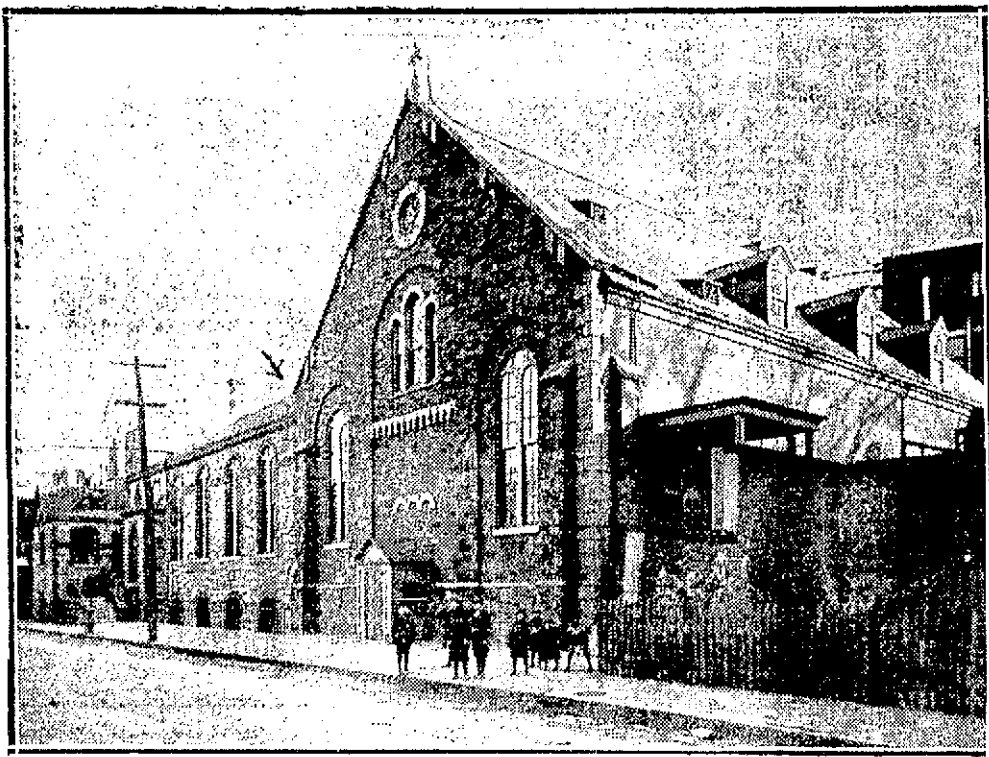
H. Allen, then representing the Seventh district, made an appropriation of \$200,000 for a federal building to be erected in Lowell. The government selected the site at the corner of Appleton and Gorham streets, previously to that time the site of St. Peter's church.

The building which serves us today was then erected, and is a credit in every way to its builders. Of late,

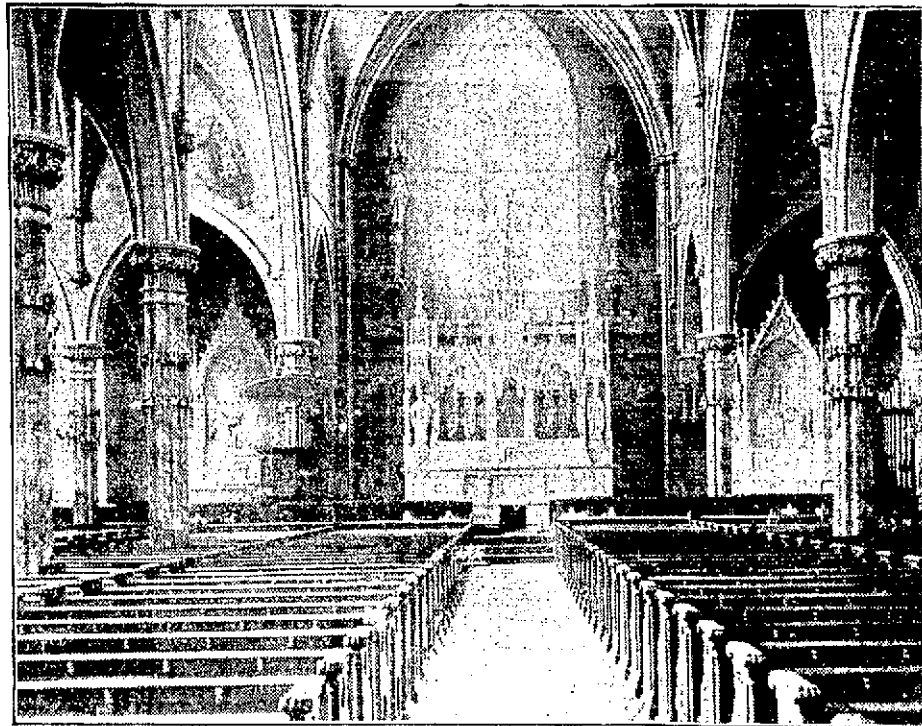
to it.

THE ARMORY

The armory in Westford street is another most imposing structure. It has often times been described as a "model of military convenience" which is quite true. The building was constructed at a cost of about \$90,000, to fill the need left by the destruction by fire of the old armory in Middle street, the loss of which left



ST. JOSEPH'S CHURCH



INTERIOR OF ST. PATRICK'S CHURCH

trary finished. There are handsome council chambers for the members of the municipal council, and for the various other committees and departments. There are separate offices for the heads of all the various departments.

In the same large triangular plot in which the city hall was erected, stands the Memorial building. Both

The library was founded by an act of the city council on May 20, 1844. At that time there were several school libraries, and a sum was appropriated by the state for establishing them in the various cities and towns. Lowell received \$1200 from this source and the first library was instituted as the "City School Library." It was first located in the west

quested to draw from the treasury, \$23.94 for the purchase of books. In 1860, the name was changed to the City Library of Lowell, and twenty-three years later the annual fee was done away with and the use of the books made free. This library had had various quarters; it was removed to another building in Merrimack street, owned by Mr. Hosford, in 1872.

of its volumes. The people of Lowell realize the benefits to be derived from the city library and are not slow to take advantage of them. There is a great proportion of the historic, technical and other instructive reading matter used by them. Recently a number of Polish books were purchased and immediately sprang into favor with the Polish

art and reference departments, all well up to date.

THE POSTOFFICE

At this time when Congressman Rogers is directing his efforts toward the erection of a new postoffice in the city, it is interesting to glance briefly at the history of the present federal building at the corner of Gorham and Appleton streets. In 1859, congress, through the efforts of Hon. Charles

however, the authorities have noticed a lack of suitable room for accommodations to most efficiently handle the mails and the result has been a movement toward the erection of a new postoffice building, in a more central portion of the city. Many of the Lowell business men have been in favor of this, and Congressman Rogers has devoted some attention

the military companies without suitable headquarters. It is a strongly built structure, and the interior is most fittingly arranged for the use for which it was intended.

COUNTY COURT HOUSE

The court house in Gorham street is one of the attractive buildings of the city, having a really classic appearance. The old court house was

1827

1914

DONOVAN HARNESS CO.

SUCCESSORS TO BRABROOK HARNESS CO.

— MANUFACTURERS OF —

HARNESSES

— OF EVERY DESCRIPTION —



CORNER MARKET AND PALMER STREETS, LOWELL

James C. Donovan, the founder of the Donovan Harness Co., learned his trade with Brabrook, the pioneer harness maker of Lowell, and afterwards succeeded him in business. The Donovan Harness Co. today is located in its own building and is one of the finest equipped establishments in New England, where a complete line of harnesses and necessary articles for the stable, horse, carriage and automobile can always be found in great variety. We manufacture harnesses of every description. Auto tops made and repaired. We also carry a full line of shoe findings. We guarantee first class workmanship and satisfactory dealings in every particular.

DONOVAN HARNESS CO., Lowell, Mass.

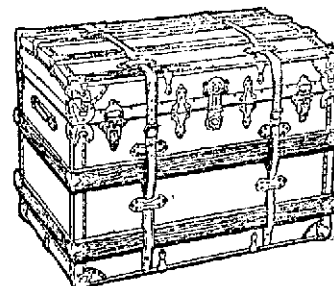
VACATION SUGGESTIONS

— BUY YOUR —

Traveling Equipment

OF THE LARGEST TRUNK
DEALER IN THE STATE

DON'T GO TO BOSTON; BUY OF US
AND SAVE 20%



THIS TRUNK ONLY \$8.00

We Have Everything For the Traveler

TRUNKS \$2.50 to \$65.00

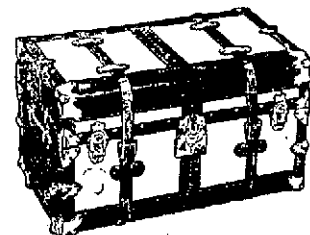
STEAMER TRUNKS
DRESS TRUNKS
HAT TRUNKS

If you are going to travel,
buy the best and save a lot of
trouble. We have them.

WARDROBE TRUNKS
AUTO TRUNKS
BUREAU TRUNKS

Suit Cases in Leather

IN RATTAN, CANE, MATTING, AT
95c, \$1.50, \$2.00 up to \$5.00
TRAVELING BAGS IN MATTING AND CANE,
50c to \$5.00
IN LEATHER \$2.00 to \$25.00



OUR \$5.00 BAG IS A WINNER. POCKETBOOKS, STRAPS, NOVELTIES, ETC. WE
COULD NOT DESCRIBE OUR LINE IN THIS SMALL SPACE.

DEVINE'S

LOWELL TRUNK
MANUFACTORY

TRUNKS AND BAGS MADE AND REPAIRED

124 MERRIMACK ST. Telephone 2160

BRANCH
260 ESSEX ST. LAWRENCE

LOWELL THE CITY OF HIGH IDEALS

erected about 1850, and was situated on the site of the present building. The need of a larger and better equipped house of justice for the county was soon apparent, and in 1898, the old building was moved to the rear of the lot, and the imposing addition built adjoining it, the addition being the present front of the court

buildings, including the schools, churches, fire stations, all of which are a credit to the city and in which the citizens have a just pride. The private buildings and business blocks are also suitably attractive as may be judged in passing along our principal business streets.

HOSPITALS

Lowell has four principal hospitals,

erection of a contagious hospital is under discussion and it is probable that another year will see such a hospital actually in existence. There are, besides, several dispensaries of a charitable nature, and other institutions for the caring of the sick and infirm.

LOWELL'S ADVANTAGES

Lowell has advantages as a residen-

the supposition that the only great industry of the city is the weaving of cloth and the spinning of yarn, the work of the great mills. Lowell has many other industries prominent among them being our shoe shops and great machine shops.

In Lowell is made the sail cloth for the great cup defenders of America, the bunting for the flags of the country, the cloth for the khaki uniforms

the factory operatives, and the fact that Lowell is so favored as

A RESIDENTIAL CITY.

There have been many slogans concerning Lowell; it is called by a great number "The City of Homes" and again "The City of Opportunity." Surely there could be no better combination of conditions for the benefit and greatness of a community than

throughout the city in general, the streets are beautified by magnificent shade trees, well kept flower gardens, lawns, etc. The houses are of quite attractive architecture and there are many colonial mansions which are treasures remaining to the city from the early days of the colonists.

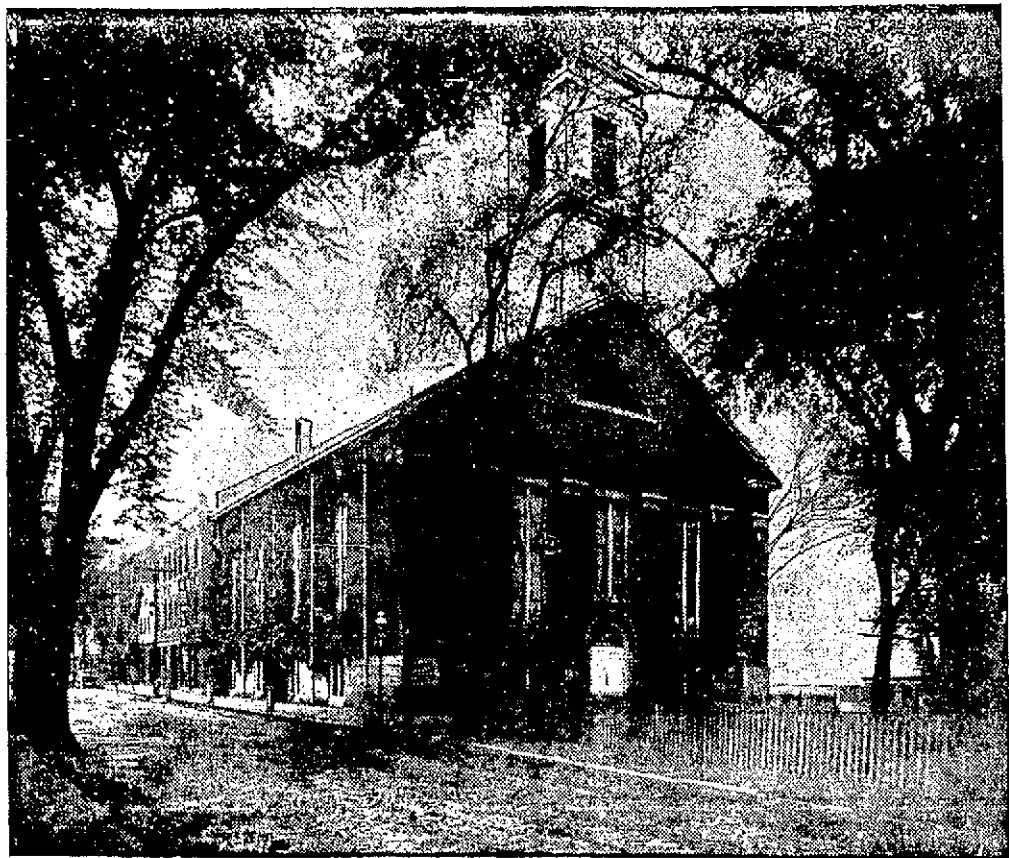
Lowell is also noted as the

CITY OF OPPORTUNITY

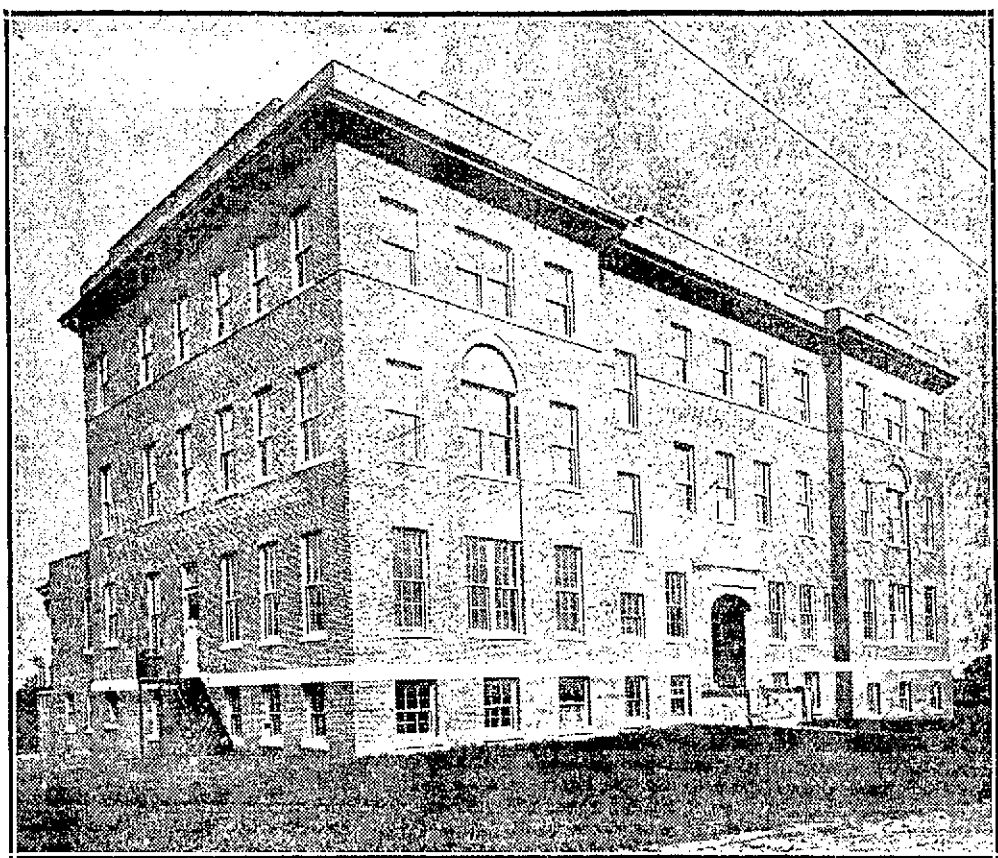
on account of the vast possibilities of

due the fact that so many industries, other than the mills, have located in or near Lowell, to find prosperity.

Lowell has a brilliant record for patriotism and her sons were among the first to respond to the call to arms in the great war between the North and the South and three of her sons gave up their lives for the Union cause with the gallant Sixth regiment passing



ST. PAUL'S M. E. CHURCH



ST. PETER'S ORPHANAGE

house with its artistic entrance.

THE JAIL

Mention must also be made of the county jail, which is a very large and conspicuous structure, exceedingly solid and having the appearance of an ancient castle. It is of odd architectural design, and the effect is most pleasing.

There are numerous other public

the Lowell General, the Corporation or Lowell hospital, St. John's and Chelmsford Street hospital, all of which are commendable institutions. They are distributed in various sections of the city. The hospitals are all well equipped, and have suitable accommodations for a large number of patients. At the present time, the

the city at all times. One feature of the city is its compactness which brings the residential districts within convenient proximity to the business section, a fact which has many times been commented upon by visitors.

The great mistake made by some people who are not acquainted with the diversified industries of Lowell is

of the soldiers, the ammunition for the battleships and the army and navy products that are exported all over the world.

The city of Lowell has a remarkable record for peaceful labor conditions. All is now peace and contentment, and this is partly due to the variety of her manufactures, the intelligence of

these two. To return to the question of the residential district, the principal home sections, and the most beautiful portions of Lowell are on her hills which almost completely surround the city. These are the heights of Centralville and of Belvidere together with the Highlands, all prominent as residential districts. In these, as well as

her water power, her skilled labor and her great variety of industries, Lowell always has a cordial and a sincere welcome for new arrivals, for new industries, and always does everything possible to further their interests and make their location here a source of success. This is the progressive spirit of Lowell, and to this is partly

through Baltimore to save the capital and thus became the protomartyrs of the war. Even as far back as the war of the Rebellion, people of the town which was afterward incorporated as Lowell were among the minutemen at Concord and Lexington. That the people of Lowell are genuinely patriotic has been proved whenever the

1891

1914



JOSEPH MULLIN

Joseph Mullin

DEALER IN

Coal, Hay and Grain

TELEPHONE 680

933 GORHAM ST., LOWELL, MASS.

Nearly a Quarter of a Century
In Business In Lowell

QUALITY OF GOODS HONEST DEALINGS

PROMPT AND CAREFUL SERVICE

LOWEST PRICES

TELL THE STORY OF A SUCCESSFUL BUSINESS CAREER.

—LET'S SERVE YOU—

Bay State Dye House

DANIEL M. LEARY, Prop.

Lowell's Greatest Dyeing and Cleansing Establishment



DANIEL M. LEARY, Prop.

MEN'S AND WOMEN'S
WEARING APPAREL
CLEANSED, DYED AND
PRESSED

Dry Cleansing a Specialty

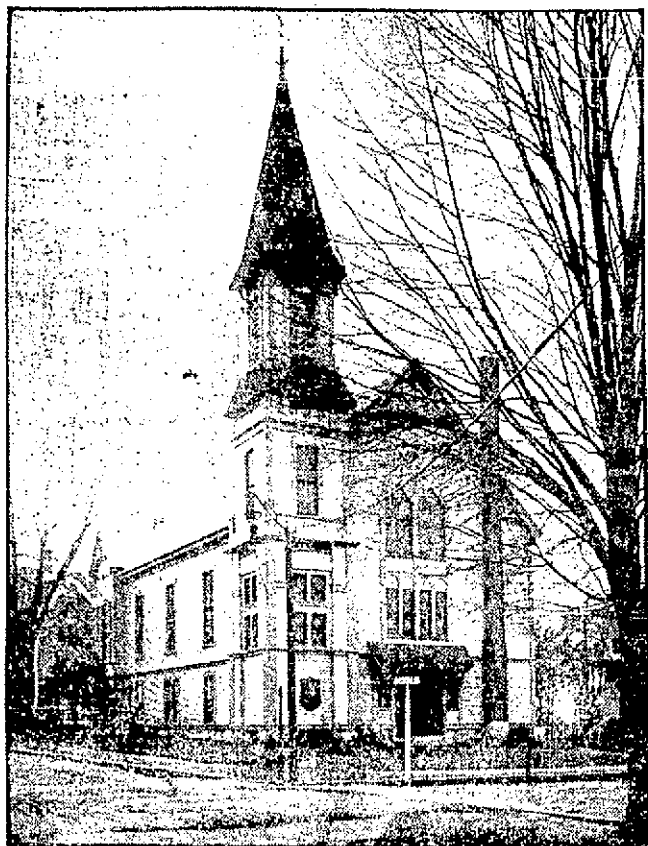
The Bay State Dye House is one of the oldest and most reliable establishments of its kind in Lowell and equal to any in New England. With the best and most improved machinery, backed up by years of practical experience in all lines of the business we are prepared to execute orders with care and despatch. We take pride in referring to our long list of satisfied customers. Prices reasonable.

Bay State Dye House

TELEPHONE 2414

54 PRESCOTT ST., LOWELL

LOWELL THE CITY OF EXPERIENCE



HIGHLAND M. E. CHURCH

country needed defenders. The same record was nobly sustained in the Spanish-American war.

We have not, in this account, been able to devote space to every industry of the city, nor even to do full credit to the accomplishments and growth of Lowell as a great industrial center. The writer has related in a general way

THE PROGRESS OF LOWELL
from her beginning to the present time, pointing out the reason for her present position in the industrial world and touching, too, on her social and educational advantages.

THE FUTURE OF LOWELL
Though we can lay no claim to pos-

sessing the powers of prophecy we are going to attempt to glance for a brief space into the future of Lowell. Glancing into the future we see even a bigger, greater, busier city pushing ahead, a city whose growth in the future will eclipse that of the past. We see more tall and imposing structures like The Sun building, a more extensive and varied business section, the Merrimack river made navigable, bearing inward coal and raw material and outward the product of our factories and towns.

The destiny of our city is in the hands of its representatives at city hall, its press and its people, and all should join to make the future Lowell what a great, active, enterprising and progressive city should be, always

moving onward and upward to things better, higher and nobler in the field of human endeavor in municipal progress, in intellectual advancement and the other high ideals of every free people.

THE LOWELL BANKS

It should be stated very clearly for the information of all who do not understand the laws protecting savings banks that nothing could be more secure than the ordinary savings bank conducted under Massachusetts laws.

allowed to purchase any bonds except those designated by the Massachusetts Savings Bank commission, as a safe and legal investment. The commission prohibits the purchase by a savings bank of the bonds of any company that has defaulted on interest or that has not paid a dividend for five consecutive years prior to the time of the purchase. Among the bonds so authorized are United States bonds, state, city and county bonds. Savings banks can invest in real estate mortgages provided the investment com-

mission of a bank values the property and certifies that the loan must not exceed 60 per cent. of the market value of such property. The Massachusetts Savings banks never loan money on second mortgages.

The directors and other officials of the local savings banks are all thoroughly reliable men most of whom have been identified with the life of our city for a great many years and whose word is as good as a bond. Most of the deposits of the local savings banks are loaned upon local

real estate so that the loss of any portion of the deposits is practically out of the question. If the building mortgaged to a bank burns up the bank gets the insurance and if from any cause the value of the property is reduced a revaluation is made and part of the loan called in. Thus the money deposited in one of the regular savings banks is used to help Lowell residents to build houses, purchase their homes and thus help the city. The deposits in the postal savings banks, however, are not invested lo-

careful is shown by the fact that they never admitted the now defunct Traders bank to the clearing house on account of the side line for savings deposits which it made a part of its business.

National bank notes are of equal value throughout the United States so that complete protection is thus given the holder for each bank must secure, unimpaired interest bearing United States bonds in registered form, equal in amount to the total issue of notes desired. Thus a safe and sound currency, circulating without discount or distrust throughout the country is provided.

A National bank may receive money subject to check on which it does not, as a rule, pay interest—issue National bank bills, make loans, collect drafts and to a limited extent purchase and hold real estate. Among the more important duties of the National bank are the buying and selling, exchange, making collateral loans, discounting and negotiating bills of exchange, promissory notes and other forms of indebtedness.

The high reputation for honesty and

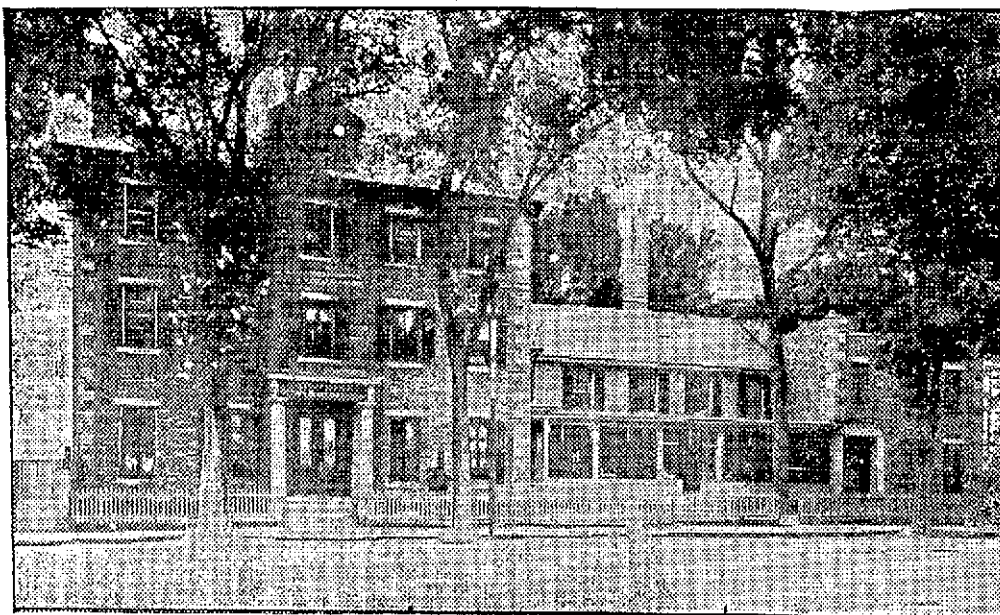
business acumen borne by the officials who control the National banks of Lowell is not only a guarantee of the stability of the banks but of the fair treatment of all their patrons. There are in Lowell seven Savings banks and four National banks, with two Trust companies.

THE LOWELL CLEARING HOUSE

The four National banks constitute an association known as the Lowell Clearing House, the object of which is to facilitate the exchange or clearing each day of the various checks passing between the members, to turn over the balances resulting from such exchange and thus promote uniformity of action among the banks. At the present time the local banks associated in the Clearing House are the Union, the Appleton, the Wameest and the Old Lowell. The volume of business ranges from \$120,000 to \$210,000.

Each of the associated banks in its turn serves as the local clearing house. At present the Wameest bank is the clearing house.

The Lowell Trust company and the Middlesex Trust company clear their



THE AYER HOME FOR CHILDREN

The Massachusetts Savings Bank commission lays down specific rules and regulations which have the full force of law for the management of these savings banks so that money deposited therein will be protected against all the risks of commercial speculation. Savings banks of this state are not permitted to loan money on the notes of individuals or corporations without collateral security certified by a majority of the directors to be worth at least 40 per cent. in excess of the loan. The savings bank is not

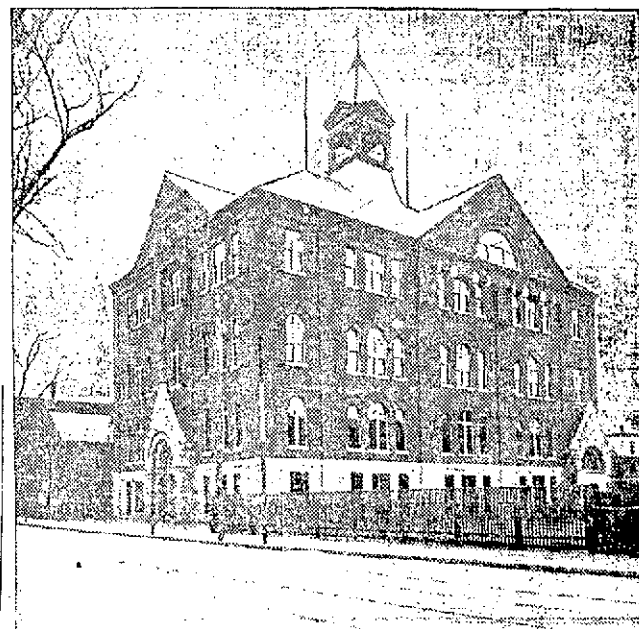
mitted of a bank values the property and certifies that the loan must not exceed 60 per cent. of the market value of such property. The Massachusetts Savings banks never loan money on second mortgages.

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cally and hence this is another reason why the local savings bank subject to Massachusetts laws is preferable to the postal even though the latter has behind it the United States government. The rate of interest paid by the government is from 2 1/4 to 2 1/2 per cent, whereas the regular savings banks pay 3 1/4 to 4 per cent. interest.

NATIONAL BANKS

The National banks of this city are under wise and conservative management. That the National banks and trust companies have been extremely



ST. JOSEPH'S COLLEGE

Eastern Oil Tank Co.

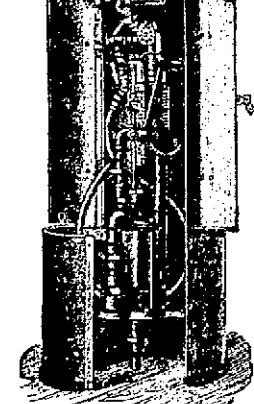
CHAS. E. GEE, Prop.

MANUFACTURERS OF
GASOLINE STORAGE TANKS AND
SELF-MEASURING PUMPS

FOR PUBLIC AND PRIVATE GARAGES
146 Fletcher Street Lowell, Mass.

THE EASTERN CAST IRON CURB CABINET
With a Self-Measuring Pump for Gasoline

The Eastern Oil Tank Co. of Lowell, Mass., is pursuing up-to-date methods by placing on the market a curb cabinet and self-measuring pump for gasoline. The cabinet is made of solid cast iron, capable of withstanding all kinds of weather and upon which salt water has no effect.



CABINET OPENED

use in both garages and automobiles, the latter being of special pattern to take up as little room as possible in the machine.

This filter is designed to prevent water and other foreign substances from passing through the filter, thus removing most of the source of carburetor troubles, such as your engine balking and refusing to start, flooded carburetors, etc. There is no charcoal in this filter to wear out and all the gasoline with pure, causing your engine to lose power; this same filter, sets under the needle valve and means a flood carburetor.

The Eastern Funnel Filter is claimed to obviate such difficulties and to render your gasoline clean and ready for use. By carrying this filter in your car you can always have pure gasoline in your tank while touring.

This Funnel Filter is constructed on entirely different lines than any other on the market as most filters are fitted with drain cock device which oftentimes is neglected to be opened, thus causing serious troubles, but all this is eliminated by the Eastern, which is built to avoid such.

Mr. Charles E. Gee is the fertile inventor of the various accessories manufactured by the Eastern Oil Tank Company and promises other good things for the comfort and welfare of the automobile owner in the near future.

They also make funnel filters for use in both garages and automobiles, the latter being of special pattern to take up as little room as possible in the machine.

With this cabinet is furnished a No. 2 Leader, Double-acting, Self-measuring Gallon Pump, which discharges a continuous stream of gasoline, a saving of time and labor which also means a saving of dollars. This pump is fitted with two-way nozzle, gasoline hose with shut-off valve on end, also a funnel filter for separating water and other foreign substances from the gasoline.

The Eastern Oil Tank Company is also prepared to furnish any size tank wanted with this cabinet and manufacture gasoline storage tanks for public and private garages.

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— ESTABLISHED 1855 —

THE—

Sawyer

CARRIAGE
COMPANY

BUILDERS AND REPAIRERS OF VEHICLES

Automobile Repairing and Overhauling.

Automobile, Carriage and
WAGON PAINTING

Trimming, Woodwork and Blacksmith
Work

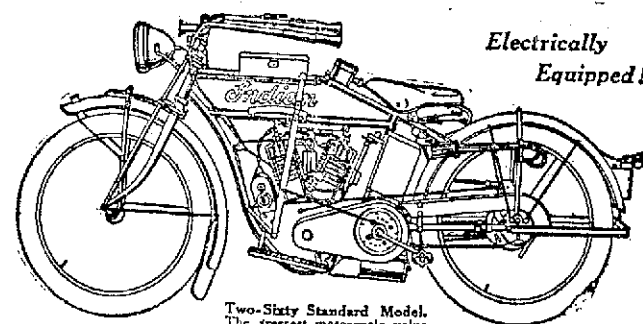
IN ITS EVERY DETAIL

447-471 WORTHEN ST.

LOWELL, MASS.

Tel. 354

Indian Motorcycles



Electrically
Equipped!

Two-Sixty Standard Model.
The greatest motorcycle value
ever achieved. 7 H.P. Twin
equipped with Electric Head Light, Electric Tail Light, Electric Signal,
Two Sets Storage Batteries and Corbin-Brown Rear-Drive Speedometer.
Price \$260.00. See Catalog for detailed description.

Indian MOTORCYCLES FOR 1914

60,000 brand-new red machines will go out over the Indian trails during the coming year—the greatest motorcycle production in the history of the industry.

They will flash forth fully armed with "Thirty-Eight Betterments for 1914!" Armed with powerful and beautiful Electrical Equipment! Armed with a New Standard of Value which must completely overturn all existing ideas of motorcycle worth.

All standard Indian models for 1914 come equipped with electric head light, electric tail light, two sets high amperage storage batteries, electric signal, Corbin-Brown rear-drive speedometer.

You cannot fully realize the 1914 Indian without a thorough study of the 1914 Indian Catalog. It makes plain a host of compelling Indian facts that all motorcycle-interested men can consider to their real profit. Send for the 1914 Indian Catalog—the most interesting volume of motorcycle literature you've ever read.

The 1914 line of Indian Motorcycles consists of:

4 H.P. Single Service Model.....	\$200.00
7 H.P. Twin Two-Fifty-Five, Regular Model.....	225.00
7 H.P. Twin Two-Sixty, Standard Model.....	260.00
7 H.P. Twin Light Roadster Model.....	260.00
7 H.P. Twin Two Speed, Regular Model.....	275.00
7 H.P. Twin Two Speed, Tourist Standard Model.....	300.00
7 H.P. Twin Wampee Special Model (with Electric Starter).....	325.00

Prices F.O.B. Factory

George H. Bachelder

POSTOFFICE SQ., LOWELL, MASS.

LOWELL THE CITY OF ACTIVITY

checks through (two of the National banks. These two institutions also perform very useful financial functions in the community although slightly different from the national banks. These two are under thoroughly reliable management.

bers approximate \$110,000, are fully aware of the important part which the location, the rivers, the establishment of the industries, played in the formation of a truly wonderful city. They, too, are aware that Lowell did not lose sight of these advantages, but wisely directed her energies toward putting

but with the growth came a variety of industries, as the attention of the enterprising manufacturers was drawn to the "City of Spindles," its resources of water power, transportation, progress, etc.

and to distribute the products of the various concerns. Mr. Patrick Tracy Jackson is credited with having raised the necessary capital, and in the face of many obstacles the Boston and Lowell railroad was constructed and in 1835 opened for business. The locomotives, it must be understood, were

possible. To their efforts is due the fact that those who later engaged in railroad construction had the advantage of one of the finest roadbeds in this section of the country.

Five years later, the Nashua and Lowell railroad was opened, and this practically put an end to the usefulness of the Middlesex canal. A through line from Nashua to Boston was established. These lines were gradually reinforced with other branches and a fine railroad system developed.

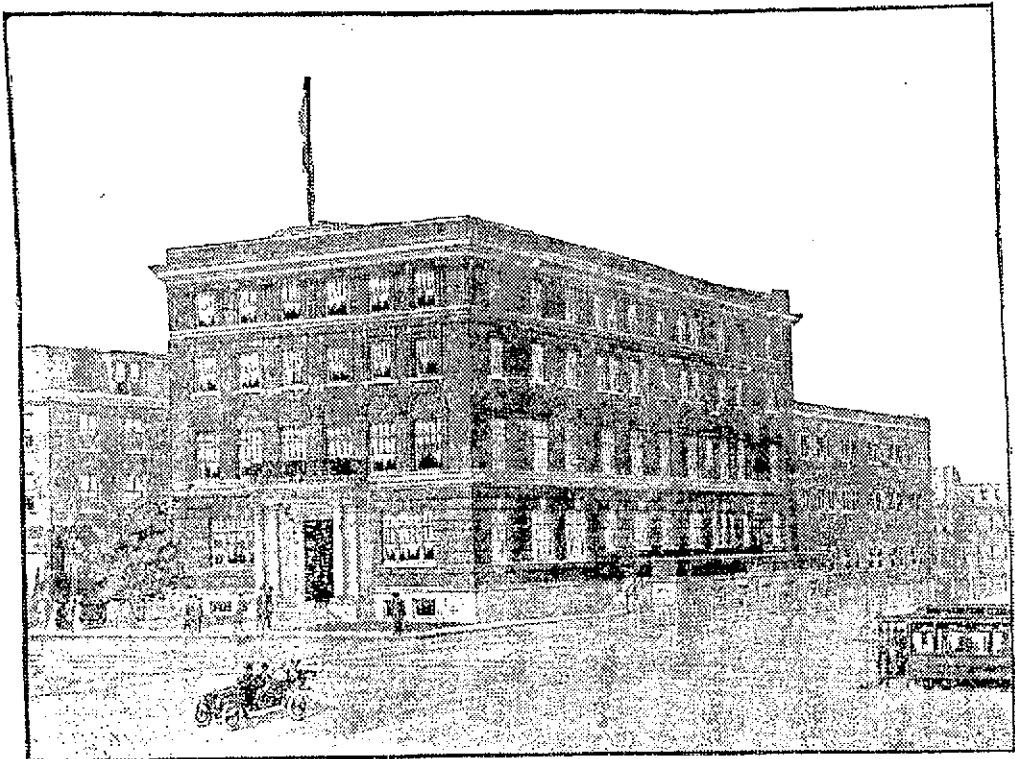
Today the transportation facilities of Lowell are unsurpassed. There are more than 125 passenger trains each day, a large number of them for Boston, and a good proportion of these

made in the railroad systems. To one familiar with the railroad yards extending southward from the Middlesex street station, the large number of freight and passenger cars, the great round houses, the constantly moving trains both coming and going, the greatness of Lowell as a commercial city will be realized.

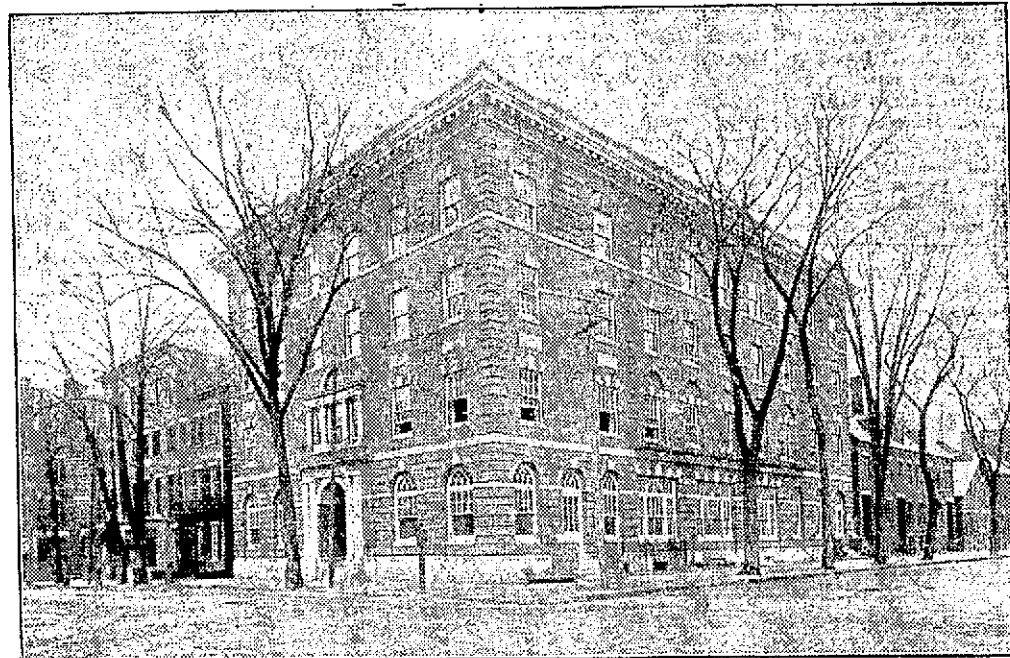
But to grow properly the city needed something more than mere travel and actual transportation of goods, some means of communication with other cities more rapid and certain than the mails. We come now to the introduction of the

TELEGRAPH AND TELEPHONE.

Professor Samuel F. B. Morse bore



Y. M. C. A. BUILDING



Y. W. C. A. BUILDING

GENERAL DEVELOPMENT

Realizing fully the remarkable spirit of enterprise which spurred on the citizens of Lowell to further the city's development from her very beginning, the zeal with which the religious and educational as well as the commercial interests were promoted, we do not wonder at the remarkable progress of Lowell as a center of industry with a justly earned reputation throughout the country.

The more thoughtful portion of the population of Lowell, which in num-

them to the best possible use.

Today Lowell bears the distinction of having the greatest

VARIETY OF PRODUCTS

of any city of its size in this part of the country. Lowell products, and especially, of course, the textile products, are sent to all portions of the earth. Histories describe Lowell's progress as phenomenal; we know that in ten years it developed beyond the expectations of its founders. This development was not confined to the textile manufacturing interests alone,

adequate means of

TRANSPORTATION

in the Boston and Maine and the New York, New Haven and Hartford railroads. Lowell was among the very first cities to have a steam railroad. The first means of transportation were the canals, the Middlesex and Pawtucket canals, the Merrimack and Concord rivers, and the stage coaches. When, in the cold of winter, the canals were frozen, an important need was found to carry on the rapidly growing business and manufacturing interests

not, in those days, fully developed, nor were its full powers understood. Consequently, the building of this first railroad was of great expense, the cost being recorded as approximately \$1,800,000. The builders made an excellent roadbed, however, and avoided sharp curves and grades as far as was

are express trains, making the journey to the Hub in quick time. The freight transportation, too, is excellent, as it should be in a city having so great a variety and widely distributed list of products as has Lowell.

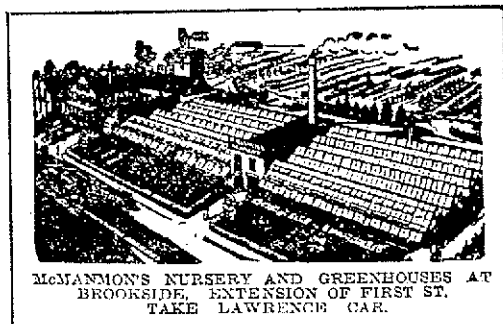
At the present day new developments and improvements are being

the distinction of having invented the telegraph system, that wonderful system of communication which joins the people of every portion of the globe today. He conceived the idea in the year 1833 and the first message was sent on the first day of May, 1844, detailing the action of the Whig conven-

means of rest rooms, parlors, reading rooms, libraries, etc. There is also a school for the instruction of girls who wish to enter the telephone service, and this is a most advantageous feature of the local system. Until a short time ago, the headquarters of the company in this city were located

J. J. McMANMON

FLORIST AND SEEDSMAN



McMANMON'S NURSERY AND GREENHOUSES AT BROOKSIDE, EXTENSION OF FIRST ST. TAKE LAWRENCE CAR.

Designs and Decorations a Specialty

6 PRESCOTT ST., LOWELL, MASS.

Telephone Connection

Mellotone

THE MOST BEAUTIFUL FINISH FOR THE WALLS OF YOUR HOUSE

A Paint-ready to use-easy to apply-giving beautiful tints and colors.

Has all the soft, beautiful, useful effects that are so popular today-with the latest colors in decorations.

May be used on old or new walls, on plaster, concrete, burlap, metal, etc.

Durable... WASHABLE... easily cleaned-not easily marred.

Will make your home more sanitary at a small cost. It may be used over plaster, concrete, metal, burlap or any interior surface.

WHEN SELECTING PAINT—

Do not be influenced by the artistic design of the label, the shape of the can, or the "few cents cheaper." These all have their places but you are buying the **Paint**. You'll throw the can away and regret the "few cents cheaper."

Pentucket Best Liquid House Paint is economical because it spreads farther, covers better, wears longer than other paints and every can contains full U. S. Standard measure of paint.

We have a Paint, Enamel or Varnish for every purpose. Flat Colors for walls. Stains for floors and woodwork. Aluminum Paint for radiators, steam pipes, etc.—something for everything.

Ask for color cards.

CITY AUTO DELIVERY

Ervin E. Smith Co.

43-45-47-49 MARKET STREET.

SAMUEL FLEMING



HIGH GRADE SHOE REPAIRING

191 Middle St., Opp. Fire Station. Lowell, Mass. Tel. 662-B

ROBERT H. HARKINS

Cigar Manufacturer

912 GORHAM STREET

CALL FOR

HARKINS' SOCIAL TEN

ALL DEALERS

TEN CENTS

All Good judges smoke HARKINS' SOCIAL TEN



R. H. HARKINS

M. J. Sharkey, Real Estate—Insurance



22 CENTRAL ST., LOWELL
Telephones:
Office 2657-W Res. 2657-R
NOTARY PUBLIC

Own Your Home

Let me tell you in advance, Oftentimes I have "A Chance" Safer, easier than you know. Get that home, pay as you go. May be cash or partly mortgage. Learn to manage even a cottage. Prove your wisdom, don't delay. Own your home, 'twill surely pay.

MY LARGER LIST OF INVESTMENT PROPERTIES AND HOMES

always contains many choice propositions, some of which can be safely secured with small deposits and on easy payments. It is always my aim and pleasure to help and please. Come in and see me or telephone.

Patrick Cogger

HEAVY TEAMING A SPECIALTY

Dealer in Sand, for Concrete, Brick Work and Plastering
Loam, Stone and Gravel

OFFICE: 438 RIVERSIDE ST., LOWELL, MASS.
Telephone Connection.

LOWELL THE CITY OF INTEGRITY

in the old Boston and Maine depot in Central street.

The New England Telephone and Telegraph company, however, was not the first to introduce the telephone in Lowell. It might be stated here, that this city was among the very first to have a telephone exchange. William H. Bent, who was interested in telephone matters, was of the opinion that the Pioneer Telephone company, operating principally between Boston and Lowell, was the first to enter the field here and that the Lowell telephone exchange was the first to accommodate the public. Others say that an exchange was opened in Providence, R. I. about the same time.

The first record of a petition to obtain leave to place wires on buildings and on poles for the establishment of a telephone system came from the New England Telephone company in 1879 and the petition was signed by Charles J. Glidden, then of Lowell but recently of aeronautic fame. It was referred to the committee on lands and buildings and was granted. Then began the development of the telephone service until it reached the mammoth proportions of the present day. There are today thousands of subscribers to the system in this city, and the tele-

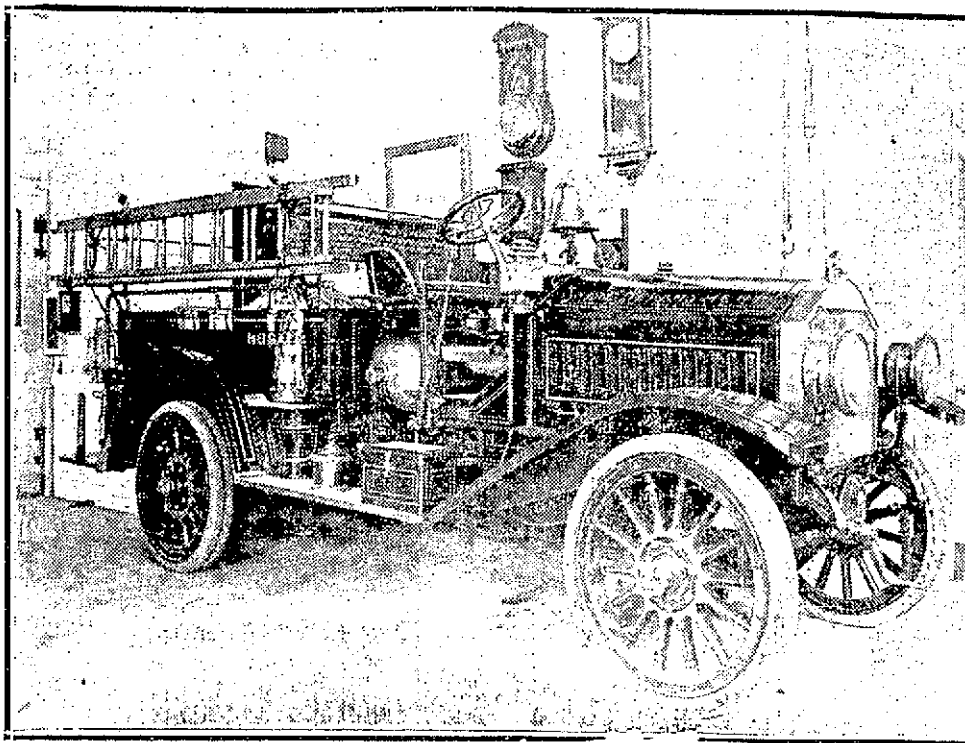
phone company has a remarkably large number of employees.

FIRE DEPARTMENT

To touch briefly upon the various departments, the fire department of the city for efficiency of the men and up-to-date quality of the apparatus is unexcelled. There are more than 150 permanent officers and men; 35 call men, one chief's automobile, two district chiefs' automobiles, four automobile combination trucks, six engines, five hook and ladder trucks, two chemicals and twelve hosewagons. There are about 150 alarm boxes distributed throughout the city, and more than 1400 hydrants. Each of the wagons, trucks and engines has all the most modern equipment.

The chief at the present time is Edward E. Saunders, a man of wide experience in fire fighting. He was formerly district chief under ex-Chief Edward S. Hosmer who recently resigned. Mr. Saunders' appointment to this office met with general approval.

Mr. Hosmer, the former chief, possessed an enviable record as a fire fighter, having been connected with the Lowell fire department for 54 years, and acting as chief engineer for more than 29 years. Under his administration the department was always keyed up to the highest stand-



COMBINATION HOSE CARRIAGE, Lowell Fire Dept.

officers and patrolmen, 28 reserves, one automobile patrol, two motorcycles, and two or three bicycles, the latter used in case of emergency or when there is a hurry call for an officer from the station.

The Gamewell system of police telephones is used with big success, and it keeps all of the men in touch with the central office. The system is thus a unit and well organized.

The officers of the department are as follows: Superintendent Redmond Welch; deputy superintendent, Hugh Downey; captains, Thomas R. Atkinson and James Brennan; lieutenants, John B. Crowley, Martin Connors, John Freeman, Martin A. Maher.

WATER DEPARTMENT

The water department of the city, too, is particularly well equipped. The source of supply is from a large number of driven wells along the boulevard above Lowell and near the Merrimack river. The daily consumption is more than 5,000,000 gallons. There are several reservoirs and more than 150 miles of water mains, and the pressure is sufficient to reach most of our high buildings.

Recently several of the mains throughout the central portion of the city were replaced by larger ones, and the general equipment of the sys-

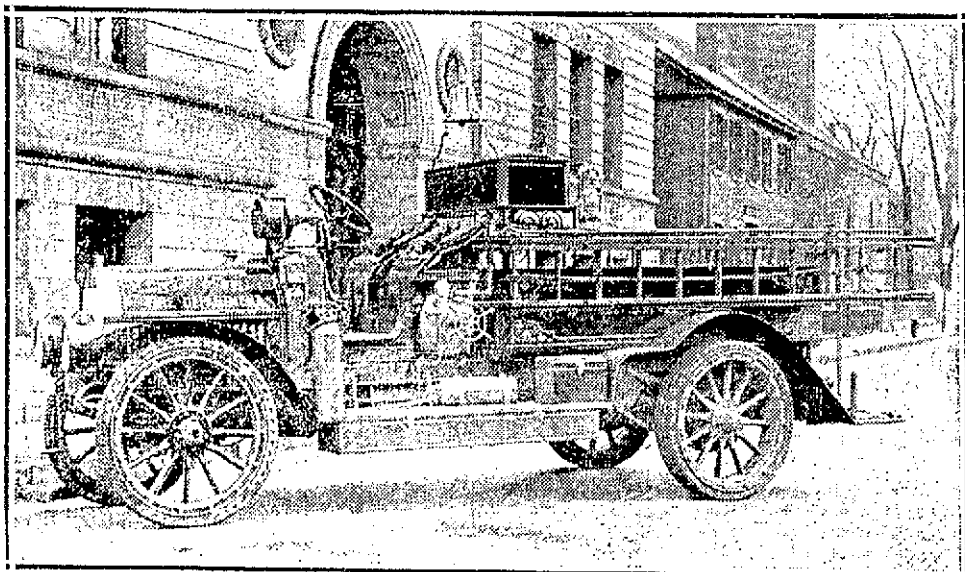
tem enlarged and extended. There is an efficient corps of men in the service of the department, and the officials are always awake to an opportunity to better the service. At present Commissioner Carmichael is putting in many new wells to take the place of some that are worn out, and under his direction and that of Supt. Thomas, the supply will be kept as pure as any in the state.

DEPARTMENT STORES

The Lowell department stores are very large, well stocked, and splendidly prepared to furnish their customers just as good bargains as any of the big stores in Boston. Hence it is that people from all the surrounding towns come here to trade rather than go to Boston or elsewhere. Lowell has a large trade from Nashua and Lawrence, the two nearest cities.

COMMISSION GOVERNMENT

A few years ago, the city voted to adopt the commission form of government, which brings the various departments under separate individual heads, centralizes and confirms responsibility for the activity of each, and renders generally more efficient the work of the departments, making



MOTOR LADDER TRUCK, Lowell Fire Dept.

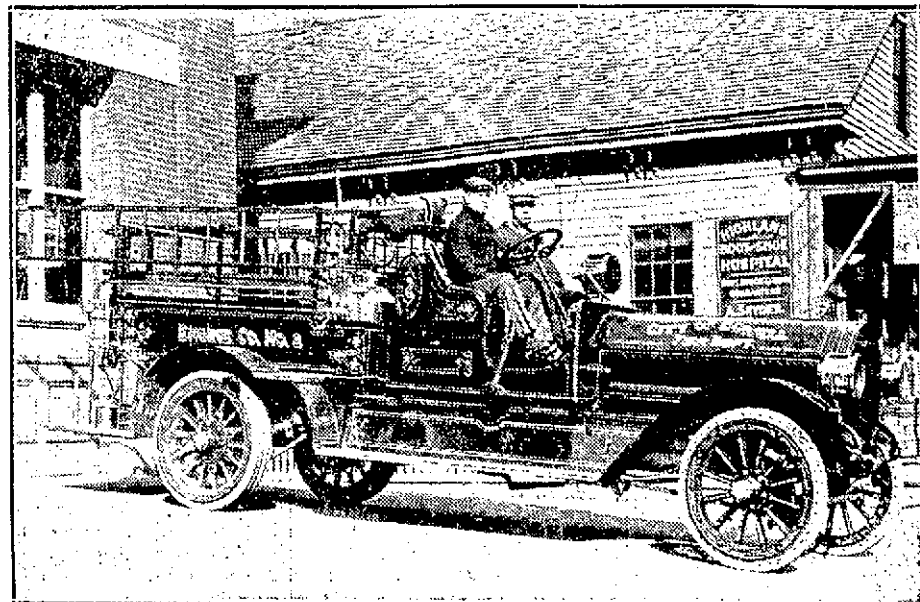
ard of efficiency.

By its quick action, the bravery of the men and other favorable conditions, Lowell has been singularly well protected from conflagrations. Many a stubborn and dangerous fire started and threatened destruction to large areas, but in practically every case, the Lowell fire department was equal to the emergency, and the flames were promptly extinguished.

The "flying squadron" of the city, consisting of the automobile trucks, which make remarkably good time in getting to the scene of a fire, is the pride of Lowell people.

POLICE DEPARTMENT

The police department is in charge of Supt. Redmond Welch, whose whole interest is in the work of guarding the safety of the people of Lowell. Superintendent Welch is a man of wide experience in police work, having been connected with the Lowell department for many years. He has held the office of chief for the past several years. There are 127 regular



AUTO CHEMICAL TRUCK, Lowell Fire Dept.

Frank L. Weaver

Alvah H. Weaver

FRANK L. WEAVER & SON



ROOFING CONTRACTORS

Office, 45 Traders Bank Building,

Lowell, Mass.

1845

1914

A Hardware Store for Nearly Three Quarters
of a Century

THE BEST OF EVERYTHING IN
Hardware and Cutlery

CAN BE FOUND IN OUR STORE

Our stock is so large and varied that we can only suggest that you come to us with your wants and needs and let us supply you.

Contractors' Supplies of Every
Description

We also have in connection with our store a complete

Paint Department

We are sole agents for the world-wide celebrated line of Paints made by

JOHN W. MASURY & SON

When in need of anything in the line of Hardware and Paints come to us.

**The Thompson
Hardware Co.**

254-256 MERRIMACK ST.

AUTOMOBILE AND FIRE INSURANCE
at the lowest rates.

Edward F. Slattery, Jr.
REAL ESTATE and INSURANCE

904 Sun Bldg., Lowell, Mass.

Excellent List of Two Tenements For Sale

Scott & O'Day Co.
PLUMBING AND HEATING
CONTRACTORS

54 Appleton St., Lowell, Mass. Telephone

Caswell Optical Co.

REGISTERED EYESIGHT
SPECIALISTS AND MANUFACTURING
OPTICIANS

16 years in same old store. Thousands of people have been benefited by us.

11 BRIDGE STREET

Wm. Wrigley & Co.
BRASS FINISHERS AND
MACHINISTS

Telephone 2114 133 Middle St.

JOHN BRADY

HEAVY TEAMING AND TRUCKING
SAND, GRAVEL, LOAM, CRUSHED
STONE, OLD BRICK

Wholesale and Retail Dealer In

ALL KINDS OF WOOD AND COAL

OFFICE, 153 CHURCH STREET,

TELEPHONE 976-W

LOWELL THE CITY OF THRIFT

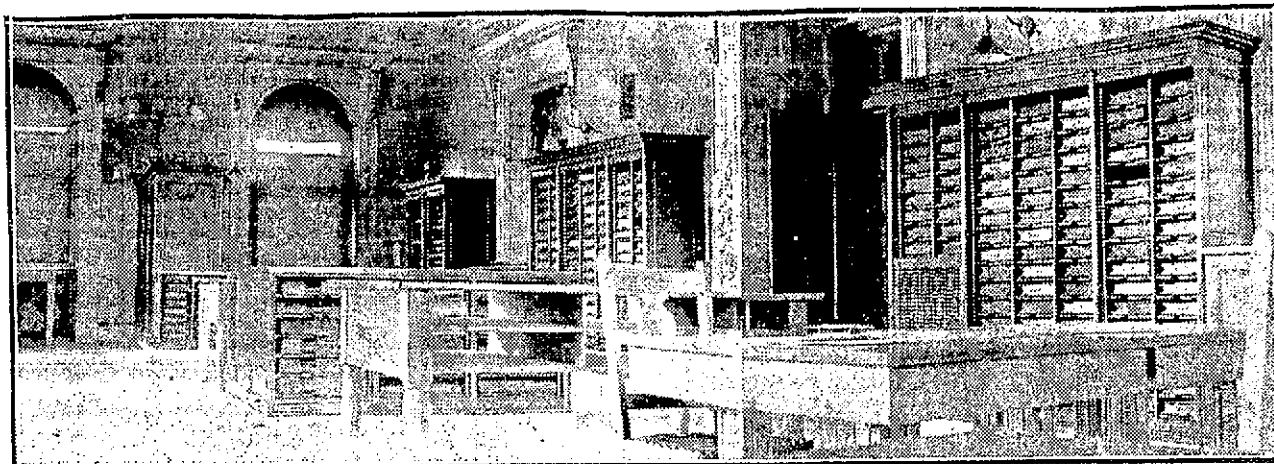
them more directly responsible to the people.

At the time of the adoption of this new form of city government, there was, naturally, some opposition to the change by the more conservative portion of the population. At this time The Sun favored the change, seeing in it prospects of future betterment for the city.

OUR SHOE INDUSTRY

Lowell is commonly known as the Spindle City on account of its many cotton mills, and this name was given it years ago when cotton manufacturing was practically the only local industry, but things have changed in this respect and of late the shoe business has attained larger proportions in Lowell.

Statistics of the shoe industry prove that New England is destined to continue to lead the country in the manufacture of shoes and no city can boast of a more healthy development in

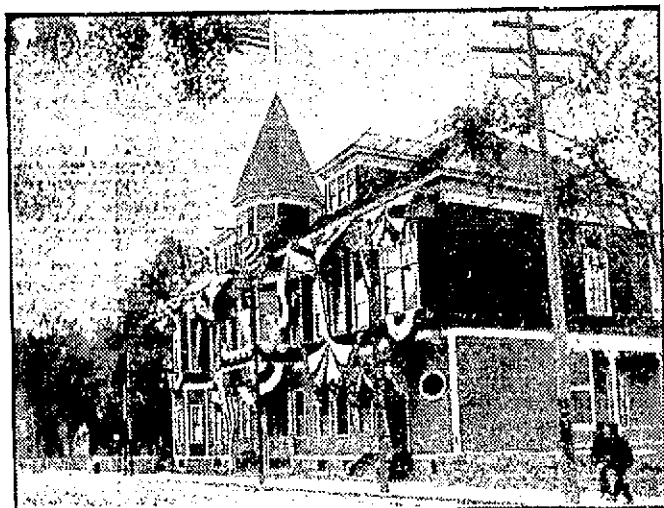


HALL OF RECORDS, LOWELL REGISTRY OF DEEDS

which is furnished by the total deposits in the savings banks, this year amounting to \$22,369,452. Working people are largely represented in this, and visitors are surprised to learn of the thrift of Lowell people and the great number who own their own homes.

The following statistics may be of interest to many: Lowell shoe shops consume daily the hides and skins of about 10,000 kids and goats; 400 horses and colts, 2,500 calves and 1,100 steers, as well as 6,000 yards of cloth for linings, and about 12 miles of different kinds of thread. The total capacity of Lowell shoe factories is about 81,000 pairs per day. The shipments of shoes last year amounted to about \$4,000,000 and the cost of labor to produce these shoes amounted to a very considerable part of the whole.

Within the past three years the increased capacity and value of product amounted to over 30 per cent, which

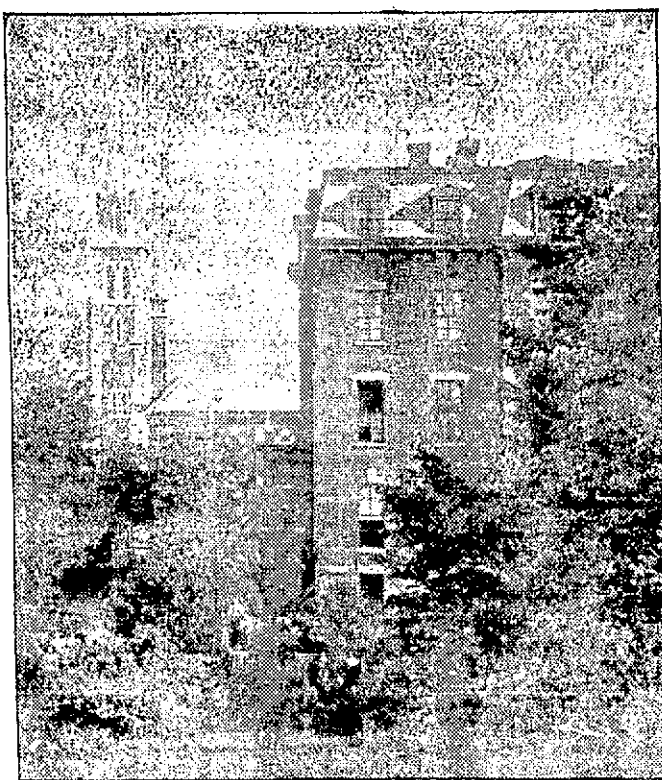


C. M. A. C. HALL

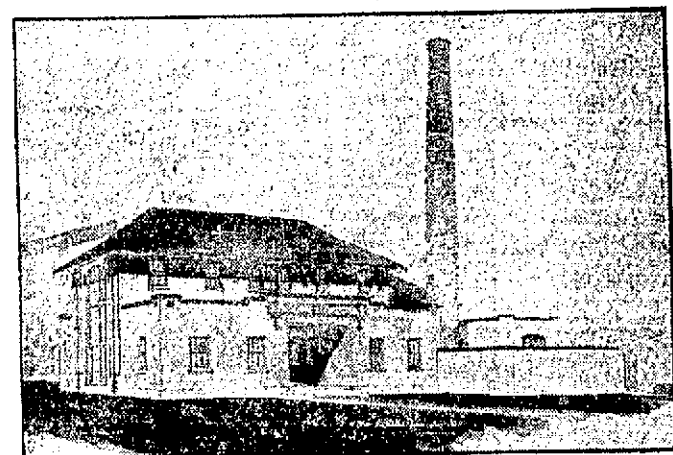
this business than Lowell, on account of the absence of labor strikes and the intelligent help that can be secured here.

Motive power and transportation facilities in Lowell are the very best, while encouragement is given to help make business enterprises successful. Lowell has direct freight and

express communication with the factories of the United Shoe Machinery Co. in Beverly, and experts from their company are constantly to be found in local factories rendering the type of service which has made the United Shoe Machinery Co. so important a factor in modern shoe manufacturing. From the starting of the mills, in



NOTRE DAME ACADEMY



AUXILIARY PUMPING STATION

1826, up to the present day, no city in the United States can show a better record for settled labor conditions. It is a very rare occasion when the prosperity of the community is disturbed by reason of labor troubles, especially in the shoe business. The character of the city and its people can have no more eloquent testimonial than that

is a remarkably good showing in the shoe industry. There are many conditions which tend to make Lowell an ideal place as a medium grade shoe center. While the city has grown until its inhabitants now number about 110,000 it still retains many of the characteristics that belong to the old New England town; beautifully and

LOWELL

CHICAGO

LAWRENCE

PHILADELPHIA

NEW BRUNSWICK (Factory)

MEXICO CITY

Merrimack Square's Big Wall Paper House Leaders

FOR OUR NATION'S 1st ANNUAL GREAT "CLEAN UP WEEK" OF MAY 3rd, IN ALL OUR STORES



L. R. WILSON, Manager.

Our "Water Wall" and "Sun Proof" Papers, regular values 35c to \$3, Roll

17½c to 98c

About 45,000 Rolls of New Parlor Papers, Roll

12c to 98c

About 18,000 Rolls New Dining Room Papers, Roll

6c to 28c

About 2000 Patterns New Cut Out Borders (all cutting free of charge), Yard

1c to 98c

About 70,000 Rolls Imported Fadeless Oatmeal Papers, Roll

12½c and 17½c

About 80,000 Rolls New Chamber Papers, Roll

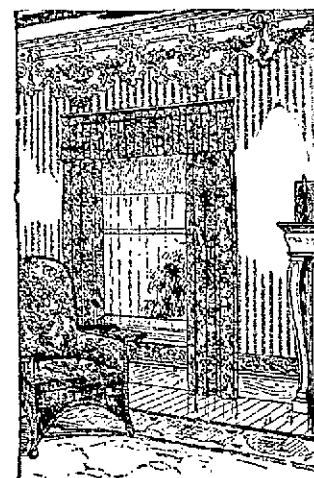
4c to 18c

About 200,000 Feet Mouldings, Foot

1c to 18c

About 4000 Patterns Imported Japanese Grass Cloth and Leather Papers, Roll

\$1.98 to \$4.98



THE

UNITED WALL PAPER STORES OF AMERICA

Merrimack Square and Prescott St., Opp. Sun Bldg. Tel. 4451

"AMERICA'S BIGGEST WALL PAPER MANUFACTURERS AND DISTRIBUTORS"

THE HOUSE OF
CUT OUT BORDERS

MANUFACTURERS

IMPORTERS

JOBBER

RETAILERS

THE HOUSE OF
FADELESS PAPERS

L. R. WILSON, Manager

LOWELL THE PRIDE OF NEW ENGLAND

healthfully situated at the confluence of the Merrimack and Concord rivers, possessing natural advantages enjoyed by few cities of like population. Employers of labor and men of capital may find skilled and unskilled labor available in abundance.

One of the shoe manufacturers who has had great prosperity during the

such an extreme that there was nothing left for me but to close up the plant or go out of business. I decided to come to Lowell on account of the good things I had heard about the character of the working people in this city. I do not object to union labor, in fact all my present employees belong to a union and I prefer to

anxious to learn but capable of doing excellent work after a little training. They are willing to make a slight sacrifice for the purpose of learning the different branches of the trade and I have endeavored to give them every opportunity for this purpose.

"I have now a wage scale in force at my shop that enables me to do busi-

Some could stand that but I could not. "When I see the progress made by the green help taken into my shop, I marvel at what might be done here if the proper opportunities were offered for training in technical trade lines. I never saw people more anxious to learn or more docile in following direc-

of them out of the cotton factories." Secretary Murphy of the board of trade says that after a few years Lowell will be a strong shoe town. The number of shops at present is very encouraging but there is plenty of room for more and plenty of good help ready to quit the cotton mills and enter shoe shops.

"We want a few more wood-working factories here in Lowell," said Mr. Murphy. "In winter a considerable number of the wood-workers, carpenters and others suffer because of slack business. They want more work and a good large furniture factory could get some fine workmen here. We are looking for such a factory and are

time the buildings occupied are the old Mann school building on Broadway, the Merrill school on Common street, the old Bartlett facing the North common, and a portion of the old Moody school on East Merrimack street. The head office of the school is in the Mann building on Broadway and the department for domestic science in the Merrill school. The work of every department is so hampered that only half the applicants who seek admission can be accommodated. At present the department conducted under Principal Fisher's supervision are automobile repairing, electric work, machine shop practice, carpentry and domestic science, which includes cooking, dressmaking,

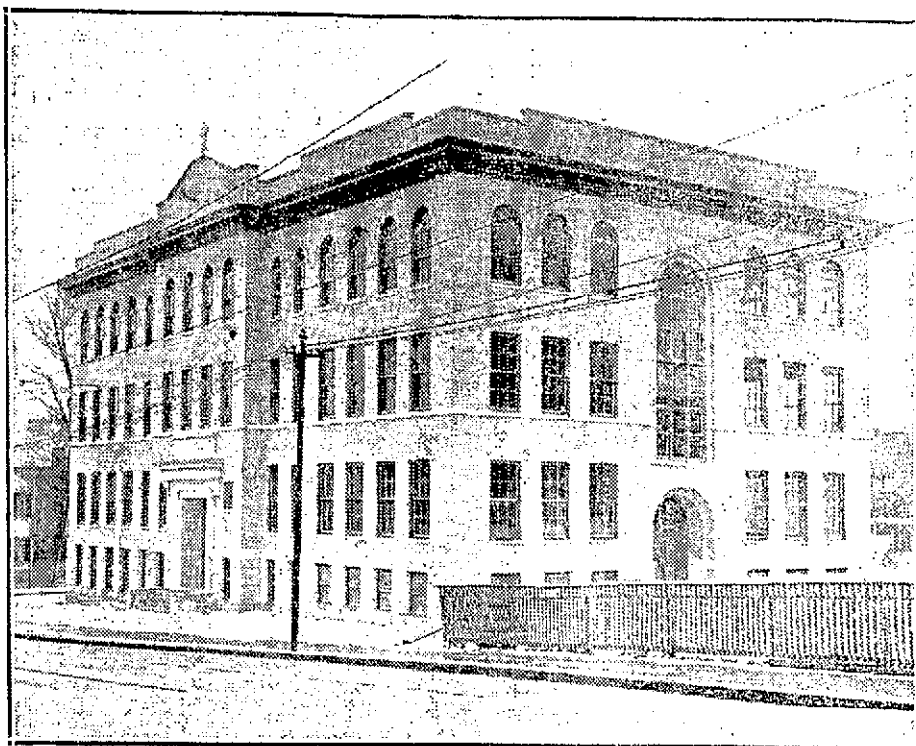
erecting such a building that members of the school board appealed to the legislature for a loan outside the debt limit during the present year, but owing to the opposition of Mayor Murphy and City Solicitor Hennessy the petition was thrown out.

The parents of children throughout the city are very anxious that those who cannot go through the high school may have the opportunity of starting to get even a rudimentary knowledge of some mechanical trade in the Industrial school after graduating from the grammar school.

It is the belief of those who have given the matter considerable study that if a boy learns the business of shoemaking, he will endeavor to start



MIDDLESEX ST., LOOKING WEST



ST. PETER'S PAROCHIAL SCHOOL

five years that he has been in Lowell stated to a Sun reporter a few days ago that he has nothing but words of praise for the class of help he has found in Lowell.

"I came here," he said, "with a small number of skilled employees. I had practically been driven out by the help in the city in which I had been doing business. Things had gone to

have it so because there is more harmony in the shop. But the unions here are under wise leaders. They do not want to wipe out the wage system by taking over the shop and dividing it among themselves. This is all the difference between Lowell and the place from which I came.

"I have found the people who work in shoe shops in this city not only

ness at a fair profit and gives the help more money in the course of the year than they would get if I paid 10 per cent. more and took long vacations. That is what hurts in the business as carried on in the shoe towns. There are long idle spells and when the men get back to work some of them think they should get wages high enough to compensate them for the idle time.

tions. Men and women who never sat at a shoe bench before fell into the business without the slightest difficulty.

"This is one reason why I believe industrial education should be favored and even boomed. It would give these people the opportunity they need and in time it would take a vast number

willing to offer inducements that will count for success."

THE INDUSTRIAL SCHOOL

According to Principal Fisher of the Industrial school, a new building is imperatively necessary in order that due provision may be made for the rapid growth of this school. At the present

millinery and a few other branches.

Mr. Fisher has made the proposition that a new building of sufficient size should be erected on the land belonging to the city on the site of the old ledge, corner of Fletcher and Bowers street. That would undoubtedly be an ideal site for such a school and it would be fairly convenient to every section of the city. It was for the purpose of

that business for himself when he grows up. If, on the other hand, he learns to be a carpenter he will probably become a builder. If he is a metal worker he will engage in some of the iron industries so that the opportunity for boys to learn trades in this school will eventually bring us a greater diversity of industries than we have at the present time.

APPLETON COMPANY

JACKSON STREET, LOWELL, MASSACHUSETTS

INCORPORATED 1828

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\$450,000

A. G. CUMNOCK, Treasurer
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Manufacturers of Fancy Goods in Great Variety

CATLIN & CO., SELLING AGENTS, NEW YORK AND BOSTON

19 ADRIFT IN OPEN BOAT

HONOR LOWELL BOY WITH THE LYNN TEAM

"Pete" Condon, Now Pitching For Shoemakers Presented a Bag—Lowell Scores in First

The undefeated Lynn team was the attraction at Spalding park this afternoon and as the theatrical managers would say there were added attractions in the person of "Pete" Condon, the Billerica boy, who has made a hit with the Shoemakers; Frank McPherson of the Y. M. C. E. basketball team, who was on the bench in a Lynn uniform, and Alie Moulton, the former Lowell second baseman, who is now covering the middle station for Lynn. The fans were somewhat disappointed at not seeing any one of the three in the line-up. But it was not Condon's turn to pitch. Moulton was asked a few days ago and was unable to play, while McPherson is being tried out. Condon's friends at Billerica and the Y. M. C. E. were out in force and at the start of the game he was called to the plate and presented a beautiful traveling bag, the presentation speech being made by Cecil E. Dodge, of The Sun. The bag was given by friends of the Y. M. C. E. and of Billerica. The lineup was announced as follows:

LOWELL	LYNN
Harley 2b	McMahon 2b
Kelly 1b	Porter 1b
Stimpson 3b	O'Connell 3b
Partridge 4b	Smith 4b
Phelan 5b	Farley 5b
Lee 6b	McMahon 6b
Clark 7b	McMahon 7b
Thomas 8b	McMahon 8b
Wood 9b	McMahon 9b

Scout Thomas made his first appearance behind the plate this season while Flannery, who is an infield, made his debut in the outer garden. Smoky Joe's young brother was on the mound for Lowell.

Empire Doherty, who officiated at the Lowell, Hartford post-season series last fall, called the game at 2 o'clock, with an attendance of 1200, including many ladies.

First Inning
McMahon opened the proceedings by fanning Porter, the Cleveland third baseman. O'Connell fanned Porter. No runs. For Lowell Burke died out to O'Connell, doubled to right, Porter misjudging his fly. Stimpson grounded out. McMahon to Smith. Kelly getting third. Porter singled to center and Kelly scored. Doherty second. Flannery walked. De struck out. One run.

Score: Lowell 1, Lynn 0.

Second Inning
Smith went out. Carr to Kelly. Farley walked. Robinson hit to center field and Porter grounded the ball. Farley going and Johnson getting second. Murphy went out. Wood to Kelly. Sheehan hit to right field, scoring Robinson. Ted died out to Thomas. Two runs.

Score: Lynn 2, Lowell 1.

Third Inning
At the opening of this inning Porter and Robinson changed positions in the outfield. Carr grounded to McMahon and was out at first. Thomas hit safely to left. Thomas stole second. Wood struck out. Burke beat out an infield hit. Thomas making third. He was caught off third and was out by Farley. No runs.

Score: Lynn 2, Lowell 1.

TO DISARM STRIKERS
THUNDER, Colo., May 6.—Earnestly pleading with men of many nations, only a small part of whom could understand his clearly spoken words, Major Holbrook of the 4th United States cavalry today urged 200 strikers at Camp San Rafael to deliver over their arms and ammunition to the United States authorities. After he had gone, the group divided to attend portions of the camp, where they heard interpreters repeat in some form the remarks of Major Holbrook.

NO NEW TRIAL FOR FRANK
ATLANTA, Ga., May 6.—The Fulton county superior court today denied the extraordinary motion for a new trial for Leo Frank, the young factory superintendent under sentence of death here for the murder in April of last year of Mary Phagan, a factory girl. In denying the motion, Judge Hill announced that he would sign a bill of exceptions, thus allowing the ruling to be appealed to the state supreme court.

SOUR STOMACH AND ITS ACCOMPANIMENTS
Sour stomach is caused by undigested and fermenting substances in the stomach. Its accompaniments are nausea, belching of gas, in some cases vomiting of acid or bitter matters. Get a box of DYS-PEP-LETS for ten cents or a quarter at your druggists, and they will give you prompt relief. They are made by Hood and therefore are good. They combine the best carminatives and correctives, and are an elegant product of up-to-date pharmacy.

May 9
Money deposited on or before the above date in the

WASHINGTON SAVINGS INSTITUTION
267 CENTRAL STREET
will be placed on interest on that day.

If you have no bank account, start one today—One dollar will do to begin with.

Bank Incorporated 1892

CHALIFOUX CORNER
The heat of excitement caused by the good merchandise and low prices at the Chalifoux corner store helps these days to keep the public warm this unseasonable weather.

27 RESCUED FROM BURNING STEAMER

Crew of Steamer Columbia Took to Boats When Explosion Occurred—Two Boatloads, With 27 Alive and Three Dead, Picked Up—Captain and 13 Members in Open Boat 50 Hours—Third Lifeboat Adrift

SABLE ISLAND, N. S., May 6.—Ships this morning were still searching in the vicinity of Sable Island for the third boat supposed to contain 13 men which with two others put away from the liner Columbia after she had caught fire at sea Sunday night. Two boats, containing 27 of the crew, including Captain McDonald and one boy already have been picked up. The first was found by the Canadian Frigate, the second by the British ship. The Columbia's crew of about 50, one was killed outright in the explosion on board, the chief steward, died in a lifeboat and one was drowned.

CAPTAIN McDONALD AND 13 OF CREW PICKED UP BY MANHATTAN

SABLE ISLAND, N. S., May 6.—Captain McDonald and the 13 members of the crew of the British

steamer Columbia, burned at sea, were saved by the steamer Manhattan. A wireless despatch to this effect was received from the Manhattan by the Marconi station here early today.

The Manhattan, bound from New York for Antwerp, had been near the scene of the burning of the Columbia for some hours and was known to be searching for boats containing members of the Columbia's crew. Her success was announced in the following message:

"Manhattan picked up one boat of Columbia, captain and 13 others. One engineer killed in explosion and one man drowned, leaving ship. Manhattan still searching for other boat."

The rescue, it was added, was made early this morning in 41.19 north latitude and 50.55 west longitude.

Yesterday the Canadian liner Franconia picked up one of the Columbia's boats containing 13 men and

the body of Chief Steward Matthews, so that 27 in all have been rescued alive. The other missing boat, for which the Manhattan and other steamers are still searching contains the first and second officers and 17 men.

The steamer Columbia, bound from Antwerp for New York, caught fire at sea Sunday night. According to the wireless advices from the Franconia, which rescued the first boat of survivors, the flames spread quickly and were followed by explosions which necessitated the hasty abandonment of the steamer by the crew. The men got away in three boats but in their haste were ill prepared for a battle with the seas in open boats. The first survivors when picked up had been adrift for 36 hours and suffered severely. Captain McDonald's boat, picked up early today by the Manhattan, was adrift for more than fifty hours before help reached them.

Continued on page five

ACTO FOR FIRE CHIEF
Hids on Four-Cylinder Machine Received by Purchasing Agent Who Will Make Award Later

Hids to supply a four-cylinder automobile for the chief of the fire department have been submitted to Purchasing Agent Foye. No award of the contract to furnish the automobile will be made until Mr. Foye has tested out the machines. The bids were as follows: Frank R. Adams, Pratt motor car, \$1561.40; Lowell Buick Co., four-cylinder Buick, \$1700; and six-cylinder, \$2400; Knex Automobile Co., Knex car, \$2600, and will allow \$600 for old machine, and A. J. Cumiskey Co., four-cylinder Jeffery, \$1045, and \$200 for fire equipment.

BODY OF A MAN
HAVERHILL, May 6.—Notified by the Lawrence police that the body of a man was seen to go over the Lawrence dam yesterday morning at eight o'clock, Harbor Master John Gilman kept up a watch during the day.

The body is supposed to have come from Lowell or Manchester and the police are investigating the case.

The Lawrence police watched through the night, but the body was not seen under the surface by strong currents and could not be seen.

600 OUT ON STRIKE
WAKEFIELD, May 6.—The state board of conciliation and arbitration, which opened a hearing today in an effort to settle the labor troubles at the ration factory of the Heywood Bros. & Wakefield Co., where more than 600 employees are on strike in sympathy with teamsters, helpers and weavers whose demands for increased pay were refused. It was expected that the hearing would last several days.

"NEWSY" DIED OF BULLET WOUND
BOSTON, May 6.—Lewis Gold, a newsboy, died today from a bullet wound received in Haymarket square Saturday. It is alleged that Mary Germain shot at another person and unintentionally wounded Gold. The woman is under arrest.

CHAS. H. HANSON & CO., Inc., Auctioneers
OFFICE ROCK STREET TELEPHONES 151-8745

BIG SPECIAL SALE
At Our Stables, Rock St., Lowell, Mass.

Thursday, May 7, 1914
BEGINNING PROMPTLY AT 10 O'CLOCK, A. M.

Including one express load of extra fine fresh country horses consigned by Holland-Nugents Maxwell Bros. Co., E. St. Louis, Ill. Some big drafters, farm chunks, express and general business horses; also a few quality harness horses. Usual big assortment of second-handers—wagons and harness. Every fresh country horse will be sold, win or lose.

C. H. HANSON & CO., Inc.

Third Edition

FOR COMPLETE REPORT OF TODAY'S BASEBALL GAME AND OTHER SPORTS SEE 'BASEBALL EXTRA'

ENVOYS TO PROCEED WITHOUT CARRANZA

Gen. Funston Authorized to Extend Lines About Vera Cruz—Huerta's Hold on Forces Weakening

WASHINGTON, May 6.—The South American mediators who are seeking an adjustment of the Mexican trouble were perfecting plans today for removal of the conference to Niagara Falls, Ontario, on May 18. Telegrams were sent to a leading hotel there, now closed, asking if its opening would be advanced so as to accommodate them. If this is arranged the quarters will be established there; otherwise at another hotel or private cottage for which negotiations are under way.

The mediators will leave here Thursday, May 14, to arrange preliminaries for the open session on the following Monday. The party including secretaries, stenographers and other officials will number about 15, not including the United States and Huerta delegates and those of Carranza should be finally come into the deliberations.

The envoys continued their sessions today, expecting to advance on various branches of the work pending the opening of the conference.

Continued to page nine

SUPT. R. WELCH

Asked to Find Good Woman for Western Man

A man from the backwoods of Minnesota writes Supt. Welch that his happiness would be complete if he only had a good woman. He appeals to the superintendent as an expert judge in such matters to find the right woman and send along her name and address to Knife River, London Crossing, Minn.

The writer of the letter evidently does not understand that Supt. Welch for many years has been looking for a good woman for himself and thus far has been unsuccessful. But perhaps he will be able to suit the Minnesota man although unable to discover the one destined to be his second self.

If you know any good woman in Lowell who wants a good man, 44 years old, of good habits, gentle and confident, tell her to write to Knife River, says the correspondent.

The superintendent has here an opportunity to make two people happy and to do for a Minnesota man what he has hitherto failed to do for himself. Send on the address, Mr. Supt. This applicant for a Lowell woman is not fussy as to looks, age, stature or antecedents. He only specifies a single requirement—that she be a good woman.

It is now in order for any good woman who wants a good man to present herself to Supt. Welch, who may make a double selection.

GREEK MEETING
The members of the Greek community held a meeting in the school hall in Jefferson street last night, the meeting having been called for the purpose of announcing the names of the various candidates at the coming election and also to change some articles of the by-laws, but as it was nothing was done and the meeting was adjourned to a later date, after a very warm discussion between some of the interested parties.

BIG TRUCK DAMAGED
A large auto truck owned by the H. R. Barker Mfg. Co. was badly damaged yesterday afternoon in Alken street, when it skidded on the wet pavement. The machine struck the side of the curb stone and one of the rear wheels snapped off. The chauffeur escaped without any injury.

TODAY'S SUN
This issue of The Sun consisting of 48 pages in four 12-page sections was printed complete, cut, folded and inset, by one revolution of our new Lightning Sextuple Press and delivered counted in piles of twenty-five at the rate of five complete papers per second.

For full description of this wonderful web perfecting press see pages 6 and 7 of the second section.

PER CENT.
Dividend rate the past six months—4% for the year.

Shares Now on Sale
You may pay from \$1 to \$25 per month. Each share has an ultimate value of \$100, in about 12 1/2 years. Annual Report, free, explains fully.

LOWELL CO-OPERATIVE BANK
Banking Rooms, 55-59 Central Block.

ESTABLISHED 1882
J. F. O'Donnell & Sons

UNDERTAKERS
Complete equipment for city or out-of-town funerals. A chapel where services may be held or bodies kept when desired. Advice and information given.

Telephone: Office, 435-W Residence, 439-R
318-324 MARKET STREET, COR. WORTHEN

EXTRA GOOD VALUE
Pure Worsted Serge Suit
At MACARTNEY'S
At \$8.37

Lowell Electric Light Corp.
50 Central Street.

JAS. E. O'DONNELL
Counsellor at Law
Room 223, 45 Merrimack St.

AMONG THE TOILERS

John Rogers of the Lowell Mill company is longing for the U. S. I. cadets to go to camp. Jack had charge of the cooking last year.

Arthur I. Eno is a young man who, by close study is today a lawyer with a large practice and coming prospects of many future successes.

William Kneufel has joined his partner, "Bibi" Harrington in Manchester. Both like the city of Manchester but "O you Lowell."

Representative John J. Gilbride is a young man who has shown by his perseverance and natural ability that he is capable of taking up almost any kind of work and go through with it.

The many employees of Agent William Mitchell of the Mass. mills wish him a pleasant voyage to the Mediterranean countries which he will visit on his trip to Europe.

John X. Payne, Lowell's great minstrel man is already planning some of his old time entertainments. John is

the premier and man in local minstrel circles.

Secretary Joe Quinn, of the machine-late union avers that the coming fall will be a grand event. The members dream of it in their sleep, especially Jack Gallagher, the hustling manager of the program.

The many friends of Miss Anna Guthrie, employed in the carding room at the Hamilton Manufacturing company will be pained to learn that she will lose two fingers as a result of an accident which happened yesterday.

Nicholas Hammett had his hand caught in the elevator at the Tremont and South mills yesterday and was seriously injured. He was taken to the city hospital where he was given surgical treatment.

Parrell Carney, of the Building Trades union is one of the oldest, if not the oldest man, actively engaged in the labor movement in this city. Mr. Carney is one of the charter members of the Building Trades union in this city.

Charles Farrell, second hand in the blanket room at the Tremont and South mills is trying to come back stung at Lowell. Charlie used to be pretty good in his day and he may fool his many friends who say his come back is an impossibility.

Mr. William Warren, the popular speaker of comic selections, is a toiler in every sense of the word. He is always on the go from one place to another. "Bill" is one of the leading agents for the John Hancock Life Insurance company.

The many friends of "Pete" Condon of Billerica and Lowell, will be glad to learn that he has made good with the Lynn baseball team. He has pitched two games and won them both, and his heavy hitting started piling up runs for his team against Fitchburg Monday afternoon. We're all with you, "Pete" old man.

Miss Mary A. Clark of No. 40 East Pine street has left her position with the W. G. Wright Co. of 67 Middle street, where she has been employed the past 19 years and has accepted a position with the Dover Press. Her numerous friends wish her success.

Mike Wrenn still has a little "pep" left in him. At the Bunting games held last Saturday he took first place in the high jump, clearing five foot five, which is a good considering. His weight and height. Mike used to be the premier hundred man around these dignities. He is employed by the Higelow Carpet Company.

Young Edward Cawley, one of the best athletes the Lowell High ever had, will be in Lowell next Saturday. Ed is playing with the Colby college baseball team at shortstop. The team will play in Boston Saturday afternoon and he will spend the night and Sunday with his folks. Ed is the son of Edward P. Cawley, the well known coal dealer of Rogers street.

Building Laborers Union Met
The Building Laborers union held its regular meeting last night in

This Morning We Placed on Sale About

FIVE THOUSAND YARD COTTON and SILK

WASH MUSLINS

AT 12 1/2c YARD

Colors are Greens, Blues, Grays, Tans, Lavender, Pink, Garnet, Brown and Black and White in Dots, Scrolls, Stripes, Figures and Combination colors.

The Bon Marche

LOWEST PRICES CONSISTENT WITH RELIABILITY



Both of these fabrics are 27 inches wide, also both are silk mixtures suitable for dresses, waists, etc.

This Morning We Placed on Sale About

ONE THOUSAND YARDS COTTON and SILK

RATINE MAHARAJAH

AT 25c YARD

Colors are Steel Gray, Greens, Dark Gray, Pink, Ecru, Cream, Tans, Light Cadet and Navy Blue, Brown, Lavender and White.

SEVERE ITCHING AND BURNING

Of Salt Rheum on Hands, Arms and Forehead. Had to Wear Gloves at Night. Could Not Put Hands in Warm Water. Cuticura Soap and Ointment Cured.

111 Lancaster St., Portland, Me.—"About three months ago I had salt rheum on my hands so bad that I had to wear gloves at night. The breaking out first made its appearance as little blisters which seemed to be full of water which caused a terrible itching. These would break and form a yellow scab. I could not put my hands in warm water. This gradually extended over both arms and also broke out on my forehead. These places were so numerous on my body that the head of a pin could not be put between. The itching and burning were so severe that I could not sleep nights. I used several different so-called remedies for skin troubles. Soap, Cream, and several others but obtained no relief. A friend advised me to try the Cuticura Soap and Ointment. I bought one cake of Cuticura Soap and one box of Cuticura Ointment and got relief after the first application. After using the Cuticura Soap and Ointment three times a day for one week I was completely cured." (Signed) Mrs. F. E. Smith, July 3, 1913.

Cuticura Soap 25c, and Cuticura Ointment 50c, are sold everywhere. A single set is often sufficient. Liberal sample of each mailed free, with 32-p. "Skin Book." Address post-card "Cuticura, Dept. T, Boston."

"Men who shave and shampoo with Cuticura Soap will find it best for skin and scalp."

NOTICE

LOWELL CO-OPERATIVE BANK
The annual meeting of the shareholders of Lowell Co-operative Bank will be held Friday evening, May 15, 1914, in room 23 Central Block, 13 Central street, Lowell, Mass., for election of officers for the ensuing year and any other business that may legally come before the meeting.
WILLIAM D. BROWN, Clerk.

STROPS, SHAVES CLEANS

Without detaching blade.

THE AUTO STROP SAFETY RAZOR

Is simple and economical, money is refunded after a 30 days trial if not satisfactory, and 500 shaves from each 12 blades is positively guaranteed.

The Safety Razor Shop

HOWARD The Druggist, 197 Central St.

PHOTOS AT HALF PRICE DUCLOS STUDIO

Still doing business at 71 Central street, corner Market, while alterations are going on. Will remove to our new studio, 700 Merrimack street by July 1. There is no show at the door but come up just the same.



CLEAN UP WEEK

This is the time to clean up your back and front yards and house, and while you have entered into the spirit of the occasion it would be a good idea to have your watch and clock cleaned. We are star performers at that kind of a job, and if you are not able to call with it just drop us a postal or telephone us and we will call for it and put it in the best possible condition. After that you will surely be on time right up to the second.

FRANK RICARD'S

Up-Town Jewelry Store
638 Merrimack St.

Unheard-of Values in Pumps—

\$1.69 and \$2.69

No pumps like these have ever been shown before at prices so low. Such unmistakable quality in summer footwear, such trim shapes and fancy leathers are hard to find at less than twice these prices. Yet here we offer them to you far below their real worth to get your first order.



Colonial Pumps

\$1.69

Prepaid See Descriptions Opposite

Parisienne Pumps

Prepaid \$2.69

We are

showing you

these values in

order to introduce

you to thousands of

bargains. We want to

send to your home this

week one money-saving purchase

of a pair of these handsome

Pumps, ideal for summer

wear, to demonstrate to you the

service and saving we supply to

millions from a great store of acres

upon acres of the world's best

merchandise.

Read the descriptions of these fashionable

Parisienne and Colonial Pumps below.

Order by giving the Number opposite the

style you want, stating your Width and Size

and enclosing a money-order for the amount.

The prices include delivery to your door.

Order By Numbers Below

The illustrations show the two distinct styles and the list below gives the styles, materials and colors.

COLONIAL PUMPS

have steel buckles, flexible soles, Cuban heels, in Widths D, E and EE; Sizes 2 1/2 to 8.

2U9 Patent Leather.....\$1.69

2U10 Black Velvet.....\$1.69

2U11 White Canvas.....\$1.69

2U12 Black Satin.....\$1.69

PARISIENNE PUMPS

have long vamps, flexible, Goodyear stitched soles, handsome buckles, 1 1/2 inch Kidney style heels and come in Widths D, E and EE; Sizes 2 1/2 to 7.

2U6 Patent Leather.....\$2.69

2U7 Black Calf.....\$2.69

2U8 Tan Calf.....\$2.69

Our Mid-Summer Fashion Book

contains hundreds of wonderful offerings in high grade clothing, hundreds of real bargains in shoes, dresses, suits, undergarments, hats and so on to anything you need. We will send you a copy of this Mid-Summer Fashion Book without any charge. Just mail this coupon.

Montgomery Ward & Co.

New York City, N. Y.

I will be pleased to have you send me your Mid-Summer Fashion Book, without any charge, showing the very latest in Summer wear of quality at the very lowest of prices.

Name.....

Address.....

City.....

State.....

P.S.D.....

of the oldest if not the oldest of the many unions in our city. It was organized twenty-six years ago in St. Joseph's hall. Patrick Buckley was the first president and David Sullivan the first permanent secretary. Since then they have occupied many different halls. They were the first union to take Trades and Labor hall, on Middle street, and were exceptionally good to the other unions that were starting about that time. Besides giving these unions free use of the hall they helped nearly all of them financially. The wages at that time were between 32c and 42c an hour for bricklayers. The wage paid at the present time is 60 cents an hour. During this time the union has paid out about \$5000 in death benefits. This union also organized the present Trades and Labor council. There are some of the oldtimers in the field now and the most prominent of these you will see on our streets every day. "Doc" Conway is at present a fireman, John J. Mahoney, Andrew Shannon, Farrell Carney and Daniel Moynihan, all charter members, are actively engaged in labor movements at the present time.

News of the Carpenters

John M. Davis, one of the local members is another of the victims of the tool thieves who operate in this city, or nearby towns as soon as a building boom starts. The theft was reported in yesterday's police news in The Sun. The chest of tools was worth about \$75 and contained the following list of tools: 1 mitre box, 4 cutting off saws, 1 panel saw, 1 rip saw, 1 keyhole saw, 1 2 1/2 in. iron plane, 1 14 in. iron plane, 1 3 in. iron plane, 1 brass block, 1 level, 1 square, 1 mitre square, 1 bit stock and 20 bits, 3 screw drivers, 1 automatic drill, 1 boring machine, 1 hand saw and set of tools, 3 bevel squares, 1 iron plough plane, 1 pair of dividers, 2 hammers, 3 nail sets, 1 box files, 3 pairs of pliers, 1 rule, 2 foot, 1 hand axe, 1 single hatchet, 1 steam gauge, 1 oil stone.

In nine cases out of ten the police recover these stolen articles in pawn shops, and it is to be hoped that they will recover these tools, and see to it that the guilty party is apprehended and the maximum penalty imposed. Every summer the carpenters are imposed on in this way. A tool theft is reported about every week at the carpenters' headquarters.

The Carpenters' union held its regular meeting in Carpenters' hall, Russell building last night. Considerable important business was transacted. Last night was a big night for the initiative class. 19 new members being admitted. There were also four applications for membership received. Several members made some interesting remarks pertaining to contract work.

A communication from the International Union of Woodworkers asking the carpenters to affiliate with them, was read, but no action was taken.

Underwear and Hosiery

The American Textile Magazine has this to say in regard to the manufacture of underwear and hosiery. Business for two seasons is coming close together in the underwear trade this month, for the past month has not been satisfactory as far as advancing transactions are concerned.

Manufacturers were looking for duplicate orders for spring and summer from the dealers, for stocks in the dealers' hands were low, the last season's goods having been well cleaned out before new goods were received. According to normal conditions such a situation should have developed a brisk business in re-orders before this, but such has not been the case. If there is a reason for this delay in increasing supplies in the distributing market, it is due to the delayed season. So long as winter has been hanging around and coming back every other day as has been the case well into April, and the preceding month having been unusually bleak there was but little inducement for customers or consumers to think of replenishing their wardrobe. The heavy garments were none too heavy for the temperature, and the result has been that all

different colors the number of shades being almost unlimited. Low priced silk goods have been crowding out the sheer cotton and Ballo lines, and given warm weather I expect that the demand will be increased. The demand for goods which retail at one, a pair has been heavy, and we have done a lot of business with goods selling under 50 cents. The demand for goods retailing at a dollar a pair has been good enough to just keep us going. The sale of cheap lines has been good for immediate and future deliveries.

The only key to the situation, it seems is mild weather. The business in silk lines has been good considering the disadvantages. There has been a demand for many

different colors the number of shades being almost unlimited. Low priced silk goods have been crowding out the sheer cotton and Ballo lines, and given warm weather I expect that the demand will be increased. The demand for goods which retail at one, a pair has been heavy, and we have done a lot of business with goods selling under 50 cents. The demand for goods retailing at a dollar a pair has been good enough to just keep us going. The sale of cheap lines has been good for immediate and future deliveries.

7-20-4
10c CIGAR

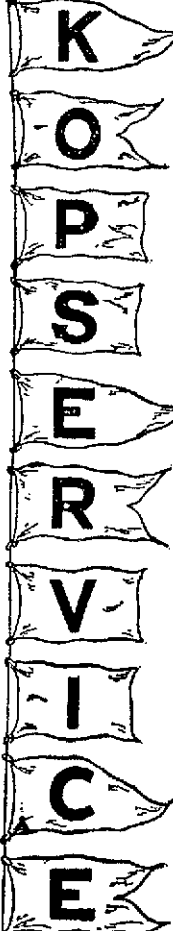
Thirty-nine years continuous increased sales tells its own story. Factory, Manchester, N. H.

If you want help at home or in your business, try The Sun "Want" column.

J. L. CHALIFOUX CO.

COR. MERRIMACK & CENTRAL ST.

NEMO WEEK IN OUR CORSET DEPARTMENT



NEARLY every woman has long known that Nemo Corsets effectively safeguard her health and give her supreme comfort. A visit to our Corset Department this week—NEMO WEEK—will convince her that they are also pre-eminent as STYLE corsets.

The brand-new Nemo KOP-SERVICE models at \$5.00, for example, are the ONLY corsets in existence that produce the desirable "corsetless" effect while giving complete physical support, and without almost certain ruination of the figure. See them—have them demonstrated—learn what THE BEST corset-service means.

Many other splendid Nemo models for all figures and for every purpose—\$3.00 and up. See them all, this week, here!

These are three exceptionally useful numbers:

No. 303—NEMO LASTIKOPS CORSET; an ultra-fashionable model for slender and medium figures. The new semi-elastic "Easy-Front" insures wonderful freedom and comfort, with the "natural figure" in perfection. Very long skirt; low bust—almost topless. \$3.00

No. 552—NEMO KOPSERVICE CORSET—Entirely novel construction combines the comfort of the old short corset with newest fashion-effects. Wide semi-elastic front girth. Low bust; front perfect support. Very long skirt, with Lasticurve-Back. \$5.00

No. 327—NEMO DUPLEX SELF-REDUCING CORSET—Very long skirt; low bust. Incurved front steels provide excellent support. New arrangement of reducing bands of semi-elastic Lastikops Webbing at skirt-back give a perfect in-curve. \$3.00

N. E. BUNTING COMPANY

Hopes to Get Government Order for Flag Bunting Despite Competition of Foreign Firms

The officials of the New England Bunting Co. of this city are patiently awaiting news from Uncle Sam relative to that order for 255,000 yards of bunting for the navy department, and they feel confident that again they will be favored with the order, despite the fact that a foreign company has submitted bids for two or three cents less per yard than the Lowell concern.

At the present time the company is busy on a large order which it received last year and they have until June to turn out the entire order. Between 65 and 70 employees, two-thirds of whom are women are given employment and the average pay at this mill, it is claimed, is far higher than other textile industries.

One of the officials of the company in conversation with the writer said the 1913 order for Uncle Sam will be finished by June, but if the 1914 order is not given to the New England Bunting Co., it will not mean that the plant will go out of business. The company manufactures bunting varying between 18 and 62 inches in width and much of it is sold to flag manufacturers. The government orders as a rule call for 15 inch bunting. If the pending order is given to a foreign manufacturer it will mean a curtailment at the local plant and that will make it hard for the company, inasmuch as skilled workers are scarce, and if a curtailment takes place it is probable that the employees who will be laid off will secure employment elsewhere. It is expected that the contract will be given out within a short time and it is probable that if Rep. Gilbride's resolution now before the Massachusetts legislature is upheld, it will have great bearing upon

the secretary of the navy to have the goods manufactured in the states.

Musketanquid
A neighboring plant of the New England Bunting Co., the Musketanquid mill, is a very busy concern. This company manufactures worsted suitings for men and women and the orders are plentiful. Mr. Laycock, the superintendent of the plant, in conversation with a reporter for The Sun, said business is very good and he expects that before a short time his employees will work overtime. He is a man who believes in the new tariff, but in his opinion it would have been better if the said tariff had been forced in gradually.

"When the tariff bill was signed," said the superintendent, "our plant experienced a slow down in business. We felt the depreciation in orders considerably at that time, but since business has been picking up gradually and at present the plant is running with a full complement of help and full time. Business conditions to my knowledge are far better than during President Cleveland's administration, although a certain number of textile workers are daily seeking employment. People may talk about the United States manufacturers not being able to compete with foreign industry, but I can say that we can and at that produce better merchandise and dispose of it at prices that foreign industry could not touch. But of course in order to do this a little time is necessary by which the manufacturers can get ready to compete with foreign labor which is much cheaper than in the states, and that is why I say that it would have been better to have introduced the new tariff on a gradual scale. However, I believe that the American manufacturers will pull through all right although it will take some time for some of them to get down to real business."

SUCCESSFUL WHIST PARTY

A successful whist and entertainment was conducted at Notre Dame de Lourdes' parochial school hall last night, the affair being given for the benefit of the church under the auspices of Cercle La Galette. The affair was largely attended and the program was warmly congratulated for their work. Frank Ricard presided and at the close of the whist tournament entertainment numbers were given by Emma Dancosse, Emma St. Onge, Rose Desautels, Alida Letendre. The organizer of the event was Miss Emma Dancosse, vice president of the circle and she was assisted by the following:

President, William Gellinas; treasurer, Miss Emma St. Onge; Misses Yvonne Guerin, Yvonne St. Onge, Christine Ducharme, Marie Louise Dyer, Ernest Dubois, Joseph Gesteau, Arthur Thibault, Arthur Hubert and Athanasie Gosselin.

RECORD LIQUOR SEIZURE

RANDOLPH, Me., May 6.—Sheriff O'Connell and six deputies made yesterday what is believed to be the largest seizure of liquor in the history of Maine, taking the contents of a large box car that had arrived in the Maine Central yards some time during the last 24 hours.

Four two-horse trucks were four hours in transferring the liquor to the court house.

FOR BOOTT MILLS

Stockholders Authorize Big Financial Deal for Improvements

At a special meeting of the stockholders of the Boott Mills held in Boston yesterday afternoon an issue of \$500,000 deferred payment notes at 7 per cent, to meet the improvements that have been made at the mills in the past few years, and to provide necessary quick capital, was authorized. The meeting was attended by 23 persons and all but 200 of the 10,000 shares were voted upon. The final vote authorizing the issue of the securities was 6000 to 3500. Eighty per cent of the stock in the Boott Mills is held by a dozen people and it is said that the interests represented by the 6000 shares will see to it that the securities authorized find a market.

That there are powerful conflicting interests within the Boott corporation is not denied and these interests have been seeking to gain control of the Boott mills for some time past.

The plan contemplated by the Lowell management of the corporation to raise the additional capital was to increase the capital stock from one to two million, on the basis of the present valuation of the plant. To accomplish this a two-thirds stock vote was necessary, though notes can be issued on a majority vote.

The division within the corporation comprises a majority of the directors and the Ayer interests upon the one hand, and the Wellington, Sears Co., which is the selling house, allied with minority Lowell interests, on the other.

It has been acknowledged by both sides that the additional working capital is necessary, and the selling house, which is a large stock holder, has been willing to agree to this upon certain terms. There was no secret made yesterday of the fact that these terms involved the actual management of the plant, and consequently there was some rather frank talk on both sides, in which the lawyers representing the principal interests participated.

On a show-down, the management of the corporation had 6000 shares to 3500 voted by the selling house interests, and while this was not sufficient to put through a preferred stock issue, it was recorded in favor of the note issue, though there was some protest from the other side.

SEEKING A GOVERNOR

PRES. WILSON LOOKING FOR MAN TO TAKE PLACE OLNEY DECEASED

WASHINGTON, May 6.—President Wilson is searching for a governor of the federal reserve board.

He offered Richard Olney, former secretary of state, the position as head of the board which will regulate the 12 regional banks, but Mr. Olney declined, being unwilling at his advanced age to undertake new responsibilities.

Many administration officials were disposed to believe that Secretary Houston of the department of agriculture would be the man finally chosen for the place. It is an open secret that the president has wanted to appoint Mr. Houston to the federal reserve board but did not wish to make any changes in his cabinet which he refers to as "a team."

It is known that since Mr. Olney's declination the president has not fixed on any one but is looking over the field. He is said to be anxious to get a New England man so that all sections may be represented on the board.

Cornel William A. Gaston and Joseph H. O'Neill, both prominent bankers, have been suggested as possibilities, but it is believed the president will choose a business man with legal training.

HOUSE FOR TWO WARSHIPS
WASHINGTON, May 6.—The administration's two-battleship program for next year in the naval appropriation bill was sustained in the house yesterday, when the one-battleship proposal was voted down, 91 to 148, and a motion to strike the two-battleship provision was rejected by a vote of 41 to 152.

ONLY ONE "BROMO QUININE"
To get the genuine, call for full name, LAXATIVE BROMO QUININE. Look for signature of Dr. W. W. GROVE. Cures a Cold in One Day. 25c.

CURLEY MAKING GOOD

DECREASES IN BOTH GROSS AND NET FUNDED DEBT OF BOSTON SINCE HE TOOK OFFICE

BOSTON, May 6.—There have been substantial decreases in both the gross and net funded debt of the city since Mayor Curley took office three months ago, according to the regular monthly statement of City Auditor Mitchell, which was made public yesterday.

The city auditor's report showed that during the last three months the gross funded debt of the city has decreased \$142,000, while the net funded debt has decreased \$289,410.37.

Jan. 31, the gross funded debt of the city was \$120,525,581.01, while on April 30, the gross funded debt was \$120,383,581.01. The city's net funded debt on Jan. 31 was \$78,961,370.21, as against \$78,671,959.24 April 30.

The net rapid transit debt April 30 was \$21,549,074.02, April 30, the city had the right to borrow \$1,639,045.91.

SUMMER PLAYGROUNDS

LIST OF SUPERVISORS AND ASSISTANTS ANNOUNCED BY PARK COMMISSIONER ROUNTREE

The following list of supervisors and assistants for the summer playgrounds was announced last night by Park Commissioner Rountree:

South common, May M. Cowell, 1033 Gorham street, supervisor; Marion E. Cooney, 51 Huntington street, all day; Marion G. Carey, 22 Ellsworth street, half day; Eugene J. Donovan, supervisor; North common, Mary C. Joyce, 22 Twelfth street, supervisor; Bertha R. Puffer, 442 Middlesex street, all day; Helen E. Hickey, 253 Third street, all day; Patrick J. Reynolds, 133 Chapel street, supervisor; Lawrence Moody playground, Lewis J. Fish, 54 Moody street, supervisor; Regina B. Frappier, 28 Hampshire street, supervisor; Gladys L. Meloon, 1283 Middlesex street, afternoon; Textile grounds, Clarence A. Cunningham, 17 Hoyt avenue, afternoon.

CHURCH AT HAMPTON

FINE CATHOLIC EDIFICE TO BE ERECTED—EXCAVATION HAS BEEN STARTED

Excavation for the new Catholic church at Hampton beach has been started and it is expected that it will be ready for occupancy by July 1.

The church will be located on Highland Crest park, the land being donated by W. J. Bixley of Somerville.

The church will have a frontage of 46 feet and a depth of 95 feet. It will be of frame construction and will cost about \$15,000. The seating capacity will be about 300.

TREATY WITH ITALY

WASHINGTON, May 6.—Secretary Bryan and Marquis Cusani Confalonieri, Italian ambassador, yesterday signed a treaty providing that any question between the United States and Italy which cannot be settled by diplomacy shall be submitted for investigation to an international commission of five members.

The period of investigation is fixed at one year, although it may be shortened. The treaty follows in a general way the terms of a similar peace pact negotiated by Secretary Bryan with The Netherlands. It is the 15th of the new Bryan peace treaties.

C. M. A. C. MEETING

A largely attended meeting of the C. M. A. C. was held last night in the association quarters in Pawtucket street with President Isidore Trudel in the chair. Considerable business was transacted and the committee in charge of the arrangements for the banquet which will be held on May 17 in connection with the observance of the silver jubilee of the organization, reported that all the details for the affair had been looked after and that the outlook for a flattering success was very bright.

Twelve new members were initiated and Capt. Tancred L. Blanchette of the Blue Bowling team, which won the C. M. A. C. Bowling league trophy, presented the said trophy to the association and the gift was accepted by President Trudel. It was announced that Thursday evening a last meeting of the committee of 40 in charge of the banquet will be held and all members are requested to be present.

RIVER FISHWAYS

Lowell Fish and Game Association Will Order Them Restored

At a meeting of the Lowell Fish and Game association held at the association's headquarters in Odd Fellows building, Middlesex street, last night, President Lucius A. Derby, Treasurer Simon B. Harris and Secretary William P. McCarthy were appointed a committee of three to wait on the state fish and game commissioners for the purpose of demanding that the fishways at Lowell and Lawrence be reconstructed and that the mouths of the canals be screened, as provided by law. Congressman John Jacob Rogers, on motion of Willis S. Holt, was elected an honorary member of the association. The congressman was also accorded a hearty vote of thanks for his splendid work in securing 2,500,000 white perch for local ponds and lakes. Mr. Holt had charge of the perch and he submitted his report to the association last night. The story of how the fish were distributed has already appeared in The Sun.

The association went on record as endorsing the \$100,000 appropriation for the enforcement of the Weeks-McLean migratory law and the proposed treaty for the protection of birds that migrate between the United States and Canada. According to the proposed treaty spring shooting would be eliminated, thus completing the protection of migratory birds from the place that they breed in their winter quarters.

In thanking the members for the honor conferred upon him by his election as treasurer, Simon B. Harris stated that he had been assured by the Trustees National bank that a check for 60 per cent of the association's funds would be received in a short time.

It was voted to apply to the state commissioners for application blanks for the requisition of more fish to be planted for next year.

FOR INSTRUCTION CAMPS

WAR DEPARTMENT WILL CARRY OUT PLANS, DESPITE MEXICAN SITUATION

WASHINGTON, May 6.—There will be no suspension or abandonment of the elaborate plans of the war department for holding the students military instruction camps this summer because of the Mexican crisis. In fact, the Mexican trouble has served to emphasize the necessity for such preparation of the youth of the country, in the opinion of the general staff.

Many letters are being received from heads of educational institutions and from individual students, asking for information as to the department's plans for the summer.

Answers are being returned that the four camps for student instruction will be held at Asheville, N. C., at Burlington, Vt., at Annapolis, Md., July 3 to August 7 inclusive and at Monterey, Cal., from June 26 to July 31.

DEPENDS PARCEL POST

WASHINGTON, May 6.—Postmaster-General Burleson defended the parcel post system yesterday in an open letter, characterizing it as an accelerator of trade between cities and farms, and declaring its rates were based on operating costs in "both the profitable territory, which is defined by the extent of the systems of private express companies, and the unprofitable territory, into which the private express companies never go."

SPOKE ON BOB VEAL

Dr. Smith Says It Is Impossible to Tell It and That It Is Not Injurious Although Condemned

BOSTON, May 6.—It is absolutely impossible to determine when veal is below a certain age, according to Dr. J. B. Smith, who lectured on "Veal Disasters" at the Harvard Medical school yesterday afternoon.

Dr. Smith declared that bob veal is not injurious, but that its sale is forbidden, and the entire matter should be taken up in the legislature.

The speaker also stated that meat from cattle suffering from the early stages of tuberculosis is not harmful to the public health, despite the fact that it is condemned in Massachusetts.

IT'S A GRAVE MISTAKE

to accept wines or alcoholic mixtures as Spring medicine; their false stimulation is followed by greater depression.

Get the pure, non-alcoholic Scott's Emulsion, prescribed in medical practice for forty years—but avoid substitutes.

Have You Cleaned Up?

This is the National week. Below is a partial list of what we can offer for your assistance in cleaning up all times.

WASHING POWDER
SCRUB BRUSHES
DUSTLESS SWEEPING COMPOUND
FEATHER DUSTERS
GARBAGE CANS
ASH CANS
DENATURED ALCOHOL
LAWN MOWERS
SICKLES
FLY SCREENS
RAKES
HEDGE TRIMMERS
TREE PRUNERS
SPADES

PAINTS, OILS and VARNISHES for INSIDE and OUTSIDE uses

FREE AUTO DELIVERY

Adams Hardware

& PAINT CO. 400-414 MIDDLESEX ST.

BUMPED THE BUMPERS WOULD BREAK LEASES

BAGGAGE CAR COLLIDED AT SOUTH STATION CAUSING CONSIDERABLE EXCITEMENT

BOSTON, May 6.—A bumper at the end of track 5 in the South station was knocked from its anchorage just after 6 o'clock last night, when a string of cars making up for the 4:30 p. m. run to Worcester, came into the station at too fast a clip and crashed into it.

A baggage car at the end of the train smashed against the bumper with a crash that caused considerable excitement among passengers awaiting trains near the track.

The baggage car bowled over the bumper, broke off two stout rails supporting it and ran to within a few feet of the fence separating the tracks from the rest of the station.

When the car stopped it was perched upon the top of the smashed bumper.

The Boston & Albany wrecker was called and hauled the car away about 8 o'clock.

CONSPIRACY CHARGED

SENATOR LA FOLLETTE PROMISES TO SHOW CONSPIRACY IN FREIGHT RATE CASES

WASHINGTON, May 6.—Senator La Follette told the senate yesterday that he would lay before it "an organized conspiracy to control, to compel and to intimidate the interstate commerce commission" in increased freight rate cases that have been pending for several months.

In urging the passage of his bill to make it unlawful for any person to attempt to influence the commission in reaching any decision, Senator La Follette declared that the proposed 5 per cent increase, as asked by the railroads, would "lay on the consumers of this country an aggregate of \$100,000,000."

WRECK CASE TO JURY

NEW HAVEN, May 6.—Arguments in the trial of August B. Miller, charged with manslaughter as the result of the disastrous wreck on the New York, New Haven & Hartford railroad at North Haven last September, were completed in the superior court late yesterday. The case will go to the jury tomorrow morning.

Miller was engineer of the White Mountain express which ploughed through the standing Bar Harbor express, exacting a toll of 21 lives. Coroner Mix found Miller partly criminally responsible for the wreck. The trial has been in progress here two weeks.

There is one sure way that has never failed to remove dandruff at once, and that is to dissolve it, then you destroy it entirely. To do this, just get about four ounces of plain, common liquid arvon from any drug store (this is all you will need), apply it at night when retiring; use enough to moisten the scalp and rub it in gently with the finger tips.

By morning, most if not all, of your dandruff will be gone, and three or four more applications will completely dissolve, and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

You will find all itching and digging of the scalp will stop instantly and your hair will be fluffy, lustrous, glossy, silky and soft, and look and feel a hundred times better.

If you value your hair, you should get rid of dandruff at once, for nothing destroys the hair so quickly. It not only starves the hair and makes it fall out, but it makes it stringy, straggly, dull, dry, brittle and lifeless, and everybody notices it.

The American Garden of Eden—Colorado

The modern Eden and the modern Eve have a Garden of Eden right here in America, where the tired can gain a wonderful reward in new vigor and happiness. We call it "Ester Park" and it is in Colorado.

It is the land of wild flowers galore—massive glaciers—dramatic mountains with cloud-clothing peaks; rushing streams, crystal lakes. It is the land of sunshine and play.

You can follow your favorite pastime in your heart's content—play golf on scenic, wide, drive of motor, climb, fish and camp out.

There are high class hotels and many modest places at little cost, so the expense question should not deter you. It's a splendid spot to recuperate and prepare for future "business battles" or to let obligations, and the children can enjoy themselves and benefit as much as the adults.

May I place in your hands our folder on Ester Park, that contains many pictures, maps and full information on the land, boarding places, ranch houses with their costs? I also want to tell you about the best way to get there and about the low excursion fares.

Alex Stokes, New England Pass. Agt., C. R. & Q. R. R., 264 Washington St., Boston. Tel.

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BUY
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YOUR COAL
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EARLY
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The Price Will Probably Advance July 1st
L

HORNE COAL CO.



The Sale You Have Been Waiting For

IS NOW UNDER WAY. WITH THE SUMMER GARMENTS COMING IN CARLOADS WE MUST MAKE ROOM. ALL CLOTH GARMENTS BEING PUSHED AT HEAVY REDUCTIONS

Suit Prices \$10, \$13.75 and \$18.75 \$30.00 and \$35.00 Suits in lot

Coat Prices \$8, \$10 and \$13.75 You Will Marvel at the Fine Coats

BLACK MOIRE, SERGE, POPLIN, LYMANVILLE, EPONGE. A GREAT CHANCE. DON'T MISS IT.

See the Summer Dresses See the Graduation Dresses
See the Linen Dresses See the New Wash Dresses
GARMENTS FOR EVERY OCCASION

WAISTS—25 Dozen Waists

\$1.25 to \$1.69, at.....	95c
\$3.00 Waists	\$1.95
\$5.00 Waists	\$2.95

While the sale lasts we give you waists at cost.

COSTUMES AND DRESSES

We are making quick work of our Costumes and Dresses.

\$9.75 and \$12.75

Are small prices for the beautiful qualities and styles

New York Cloak and Suit Co.

CHERRY & WEBB 12-18 JOHN STREET

FOULARD SILK DRESSES
75 Dresses in two lots, \$5.98 and \$6.75
\$10 and \$12.50 values, No charge for alteration on this lot of dresses.

BALMACAANS AT \$5.00
\$6.00, \$8.00 and \$12.50 Coats, all wool mixtures, exact copies of the foreign goods.

SKIRTS SKIRTS
This is a big skirt season. Special values at..... **\$2.98, \$3.98, \$5**
Reductions \$1.00 to \$2.50 on each skirt.

MESSALINE PETTICOATS
200
\$3.00 Values..... **\$1.85**

or gentleman's gold watch, and the second prize an emblem or signet ring. The coupons were placed in a box and during intermission the prizes were drawn. Miss Elizabeth Crossley kindly consented to draw the coupons.

ners being present at the time of the drawing, they were both notified to call at the jewelry store of Mr. J. E. Lyle on Central street to receive their

Book placed upon the stage of Association Hall, was made the direct supervision of State Senator Henry J. Draper and Hon. George H. Brown, which in itself was enough to warrant it being the success that it proved to be. Much credit is due the committee on prizes for the able manner in which this part of the program was taken care of. The committee consisted of Hon. Henry J. Draper, Hon. George H. Brown, J. E. Lyle, Edmund Chalm and F. T. Murray.

An anniversary high mass will be celebrated at St. Peter's church Friday morning at 8 o'clock for the repose of the soul of Mrs. Maria McCann.

LOWELL

FINANCE DEPARTMENT

Office of Purchasing Agent.

Sealed proposals will be received at the office of the Purchasing Agent, underwriting the following, May 9, 1911, for:

Req. 62152. Water Works Department. 500 ft. 12" Extra Strong L. C. b. Lowell, Mass.

Req. 62153. Water Works Department. 1000 ft. 12" Rigers wrought iron pipe. Price to be 10¢ per ft. less 10¢.

Req. 62154. Water Works Department. 750 ft. 8" post hydrants with 5" side outlets, open to the right, gate pattern. Tested to stand 80 lbs. pressure.

Req. 62155. Water Works Department. 8" 12" Rigers water meter. Open to right. Butts to fit 8" water pipe. Tested to stand 80 lbs. pressure.

All bids submitted to be in sealed envelopes, plainly marked on outside, kind of material upon which bids are submitted.

EDWARD H. FOYE,
Purchasing Agent.

Commissioner of Finance.
Lowell, Mass., May 6, 1914.

CLASSIFIED ADS.

Received Too Late for Classification

50 GIRLS WANTED IN WORSTED
mill: Foot splinters, ticklers, cap spinners and drawing room help. Most
Mills, Barre, Vt. Experience. Thursday
morning at 10 o'clock. City Employ-
ment Office, 121 Central St.

THREE ROOM TENEMENT TO
let. Apply for particulars to

DE CO.

INTERMISSIONS

S OF THE ENTIRE YEAR

have represent this store. Every-
than at other times of the year

appeal especially to brides,
mere price cutting.

Sale of Chemise

Chemise, edged with val. lace.
1.50.....May Sale Price \$1.00

May Sale Price \$1.00

Slips of Princess Slips

Slips with yoke of embroidery and lace. Regular price \$1.50.
May Sale Price \$1.00

Slips of fine muslin with deep yoke and lace. With or without under-

..... May Sale Price \$1.50.
 tips with canisole effect and 18
 madow lace and beading. Regular
 May Sale Price \$2.98
 bloomers of pink or white silk.
 1.50..... May Sale Price \$1.00

Sale of Children's Underwear

Drawers of good cotton with and hemstitched. Sizes 2 to 10 price 15c. **May Sale Price 12½c**

and Misses' Drawers with cluster file of embroidery. Sizes 2 to 17 price 39c pair. **May Sale Price 25c**

Skirts, made of fine nainsook with embroidery or lace insertion and edge,

Princess Slips with deep flounce
r lace. Regular price \$1.50.
May Sale Price \$1.00

THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor

SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

Member of the Associated Press

THREE DOLLARS PER YEAR TWENTY-FIVE CENTS PER MONTH

THE SUN AND ITS MISSION

After being domiciled in its new building for over a year, The Sun today with pardonable pride greets its many thousands of readers in a special edition, not only marking another epoch in The Sun's career but dealing with the growth of Lowell and her institutions, her many advantages as a place in which to live and do business, the present condition of her great and diversified industries and her bright outlook for continuous growth, industrial peace, happiness and prosperity.

The work of replacing the old brick building by a ten story steel structure, combining all the latest and best features of architectural progress was imperative, and now that the task has been completed and that the building like The Sun itself has already attained success, we are prepared to give our patrons assurance of a better paper than ever before so that the general public may share in the advantages of our splendid building and excellent mechanical equipment.

No line of business has made such rapid strides within the past twenty years as has the newspaper business. The marvel of news, intelligence and research crowded into the columns of a one cent newspaper like The Sun is far beyond what the greatest journalist of the past dreamed of as possible. The ideals of the past have been more than realized just as the ideals of the present may be realized in the future. As for The Sun, however far it may fall short of the ideal, it is now better equipped than ever to turn out a first class newspaper, to meet new conditions and to give more efficient service as the people's paper.

On an occasion of this kind we may be excused if we indulge in a little reminiscence. From the upper stories of his new building, the proprietor of The Sun, can look up Market street to the house in which as a boy he ran a small printing press after his daily toil in a local mill. From the same vantage he can point out the very window in the third story of an old mill in the Middlesex yard, at which he worked for a weekly pittance much less than paid to boys nowadays and at an age that would contravene the child labor laws of the present day.

In the same view he can scan the successive locations of The Sun plant, first where the paper saw the light on Shattuck street, then Prescott street and finally in Merrimack square, the site of the present Sun building, recognized as the business centre of Lowell, from which car lines radiate in all directions and from which traffic sets through the busy thoroughfare up and down the Merrimack valley, east and west, northerly to New Hampshire and southerly to Boston.

The People's Paper

From this building as a centre, The Sun sends its three daily editions to every nook and corner of Lowell and far beyond, conveying not only all the local news of the day but telegraph despatches giving an account of all the more important happenings of the civilized world up to the time of going to press. The struggles by which this prominence was attained are told on another page of this edition and will not be recited here; but a glance at the picture of the primitive printing press on page 11 of the second section and then at that of the lightning Hoe sextuple press on pages six and seven of the same section, will show the extent of the progress made. The former represents what might be termed the initial impulse of The Sun while the latter, a veritable epic in steel, and the climax of human ingenuity, gives some idea of The Sun's present status and its achievement as a newspaper. The capacity of this great press may be judged from the fact that this edition of forty-eight pages in four sections is printed at a single revolution and turned out at amazing speed, folded, counted and ready for delivery.

Not in a spirit of boasting over difficulties overcome are these facts recalled, but to show that from small beginnings, relying upon his own efforts the poor boy in the country can attain success if he has a firm purpose to realize a high ideal and if he follows it persistently with courage, industry and perseverance. We mention this also to show that the proprietor of The Sun having had to work in a factory in his early years, knows the hardships of the toilers and has always been in sympathy with all honest and legitimate efforts to aid them in securing their just demands, individual, at the same time, that industries properly conducted are entitled to a fair degree of prosperity; and hence the community of interest that should exist between employer and employed, and upon the proper regard for which the highest prosperity of every people, every industry and every city must ultimately depend.

Uniform advocacy of this principle combined with a firm stand for the rights and interests of the people at all times, has made The Sun the people's paper and to the people therefore—both readers and advertisers—the publisher is grateful for the magnificent success that has made The Sun Lowell's greatest newspaper.

Democratic in Politics

In politics The Sun supports the democratic party in state and nation believing that it stands for popular rights and interests to a greater extent than does any other. Should the democratic party at any time betray the people, The Sun would no longer support it, believing that when political parties change their principles patriots may have to change their parties. But at the present time there is not the slightest indication that the democratic party will ever betray the people. Its record of legislative reforms under President Wilson commands the admiration of all parties. The new tariff law has broken down the high protection wall that sheltered the trusts while the currency measure has overthrown or will soon overthrow the power of the money kings of Wall street, the speculating sharks who manipulated the money of the country for their own advantage, maintained prices at will and thus without government interference inflicted untold loss upon the people of the nation. The Wall street magnates can do that no longer, thanks to the democratic party in the fulfillment of its platform pledges.

The democratic party now in control of the government can also be relied upon to defend the honor of the flag and the dignity of the United States whenever either is assailed at home or abroad.

In municipal affairs The Sun has always stood for the best interests of the city and its people, for clean government, the impartial enforcement of the law, the choice of reputable officials who possess the qualities of honesty and ability, two prime essentials in any public servant entrusted with the direction of the city's business and the expenditure of the people's money.

True, it is, that occasionally the people have disregarded The Sun's advice as to men or measures but as a rule they have found that The Sun was right and that on all occasions it has been on the side of the people and true to their interests. When demagogues who cannot see the support of the press set out to fool the people, they often assail the

newspapers and where voters follow the advice of such men in preference to that of a paper like The Sun which cannot afford to mislead the public, they make a very serious mistake, a fact which they usually discover when too late.

The Sun is opposed to the liquor business and hence for many years it has refused to accept liquor advertising of any kind, thus turning away a considerable amount of money lost we should be responsible for directing anybody to patronize the saloon. We cannot see any consistency in deploring the evils associated with the liquor business in one column while exploiting the business in another. Yet strange to say in this policy we stand almost alone among the daily papers of New England.

Stands for Progress

In local affairs The Sun always stands for progress that will benefit the whole city, not a short sighted or penurious policy, nor one of extravagance that without good cause will run up the tax rate to a figure that acts as a danger signal to new industries seeking a location here.

As a medium of publicity, the dissemination of news, the formation and expression of public opinion, The Sun has become an institution closely connected with the welfare of our city. Naturally some people do not realize the power for good which such a newspaper exerts in a city like Lowell.

In no city in which there has been an honest and fearless newspaper like The Sun have the officials been found to engage in wholesale corruption. If perchance any official ventures to prostitute his office to private gain, he is quickly exposed and either convicted in court or driven into obscurity. The exposures of graft in many of the great cities of the country have been due in a great measure to the vigilance of the press. Nor is this to be wondered at when we consider what the freedom of the press in the broadest sense actually means. It was Richard Brinsley Sheridan who said:

"Give me but the liberty of the press and I will give to the minister a venal house of peers; I will give him a corrupt and servile house of commons; I will give him the full sway of the patronage of office. I will give him the whole post of ministerial influence; I will give him all the power that place can confer upon him to purchase submission and overcome resistance—and yet armed with the liberty of the press, I will go forth to meet him undimmed; I will attack the mighty fabric he has reared with that mightier engine; I will shake down from its height corruption and bury it amidst the ruins of the abuses it was meant to shelter."

In view of the value of such an agency when applied in the interests of the people, the recent tendency to restrict the freedom of the press in the proper exercise of its legitimate functions is not in the interest of morality, civic probity or public progress.

Lowell's Path to Prosperity

One of the chief functions of The Sun is to point the path to civic progress so that our city may keep abreast of the times in all necessary public improvements in order that the people at large may derive the greatest possible returns from the money expended by the city government.

Our city is a large corporation, and any mismanagement or lack of foresight in the direction of its affairs must needs have serious results. Systematic work is necessary, and hence the origin of planning boards which simply undertake to do what newspapers like The Sun have been doing in an unofficial way for years. But city planning is of little use unless there is some practical body to put the plans into execution.

The project of making the Merrimack river navigable from Lowell to the sea, which The Sun has agitated for many years, now bids fair to be realized, thanks to the active work of the Lowell Board of Trade and other similar bodies. This would give our local industries cheap freightage to the seaboard, one great advantage needed to place Lowell on an equal footing with water-front cities like Fall River and New Bedford, and make her future prosperity secure.

In order to afford room for the easy expansion of our present industries and the location of new, we should gradually annex parts of Dracut, North Chelmsford and Billerica.

Among the educational improvements urgently needed is an extension of the system of industrial education so that a greater number of grammar school graduates can avail of its advantages. This will require the early construction of a large building for this purpose. In addition to this we should have a new high school for girls so that their special needs may be duly provided for and the dense crowding of the present high school thus relieved.

The Textile school, although reputed to be the best in the world, has been of comparatively little use to the local mills in the matter of giving them more skilled help, and hence not only the mills but other industries also look with favor upon the system of industrial education, confident that it will assist the operatives, train young men in other trades and thus eventually give us a greater diversity of industries.

If Lowell is to sustain her reputation as the "city of opportunity," she must ever be alert to her opportunities for advancement so as to maintain her supremacy as a great industrial centre; she must have a clean record, a progressive government, thriving industries with a well paid, happy and contented people. That she will continue to grow and prosper without spot or blemish on her glorious escutcheon, that all the races that form her cosmopolitan population will commingle in peace and harmony, all working loyally for the public good and for the highest destiny of our beloved city, is the earnest wish and hope of The Lowell Sun and the chief aim for which it will ever strive.

THE PARK DEPARTMENT

Personally the members of our park department are estimable men, sincere in purpose, apparently, and anxious to promote the public welfare by every means in their power. It is all the more to be regretted, therefore, that for some time past their meetings have degenerated into petty squabbles in which individuals were most insistent on a due recognition of their dignity and personal importance, and most neglectful of decorum. While other cities are developing park systems, or opening summer playgrounds or attending to other desirable activities, our park department weighs the good or the bad points of the department horse with the gravity of members of the supreme bench or exchanges salutes of caustic wit until the sparks begin to fly. All of this makes interesting and amusing reading for the man around the corner, but it does not benefit the parks of Lowell and it certainly does not tend to raise the dignity of the department in the estimation of the public. If it continues it can only lead to total disruption for no executive body of small membership can remain long in ex-

istence and render good service unless its members are united for a definite purpose. It is to be feared that at present one or two of the members go to the meetings intending to look for trouble—and he who looks for trouble always finds it.

The basic ailment of the department may be due to the fact that in the regime of Simon pure economy which is upon us there is not money enough even to let the green grass grow all around, not to mention municipal band stands and all the fine improvements that were a dream of other days. Now we cannot have trees, or flowers, or a park auto, or summer playgrounds, or anything but economy. Then by all means let the members of the department conform themselves to the extremely narrow requirements and let us have economy—and peace.

CROSSING THE TRACKS

Undoubtedly there are people in all parts of the city who read a few days ago of the narrow escape from death of the young man who was struck by an engine while crossing the tracks on the Red bridge, off Broadway, and who have since done

likewise going or coming from work or taking a short cut from one part of the city to the other. The young man in question will be crippled for life as scores of local young men have been crippled and this will go on until the railroad officials and the police department get together in some enforcement of the trespass law which will save Lowell people from their own carelessness.

It is not strange that in this city an occasional young man should be crippled or killed outright while crossing the tracks, but it is very strange that many more do not come to grief in the same manner, because there are certain sections—at the curve north of the depot for instance—where hundreds use the railroad tracks when going and coming from work and at the noon hour. Any one who has had occasion to be near the northern depot at these times has seen many narrow escapes when the employees of a nearby mill run out of the way of approaching trains, and the thought must have come to the observer that the railroad officials in this city are far too tolerant. In other cities of the commonwealth strenuous campaigns against such trespass have been waged successfully, and it is high time that in this city track walking be restricted to the employees of the railroad and to others who may be authorized to do so. All others should be immediately prosecuted for their own protection and in the interests of public safety.

MEDIATION—OF WHAT?

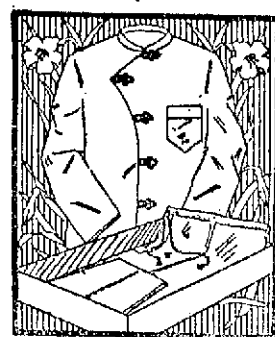
The refusal of Carranza to be represented in the mediation plan which is to iron out the difficulties between this country and Huerta of Mexico—or to attempt it—raises the pertinent question: What shall be treated of in the conference of which so much is expected? Carranza declares that the Tampico incident is the only controversial point at issue, but the government of this country and the representatives of the three Latin American republics had hoped that the federal-rebel difficulty would also be left to the international board. If the rebels finally refuse to submit their grievances to the board of mediation, one cannot hope for very much, for a settlement of the Tampico incident would still leave a great many scores unsettled. The firing of a salute to the American flag or the refusal of Huerta to fire such a salute seems a slight matter as compared with the long war with its thousand injustices and atrocities. One thing, however, is certain. Though this country desires peace rather than war, the troops at Vera Cruz will remain until there is some constructive policy that will give the beautiful but badly misgoverned southern republic a chance to breathe again. The best thing that could happen is the resignation of Huerta and though this is more or less confidently predicted, that surprising individual has the knack of doing the unexpected. What he will do in the present instance no one but Huerta knows surely.

SEEING THE LIGHT

So long as we have public business and private business and so long as each is distinct, legislators will walk on very dangerous ground in making laws that permit the state to interfere with the business of its private citizens. Such laws have been made and will be made again, to the advantage of industry, the state and the public in general, but other laws have been made, even recently, the desirability of which is not yet any too apparent. For a while it seemed that all legislation was aimed at the amelioration of working and living conditions, and no matter how meritorious the object of such laws or intended laws may be, there is a point beyond which legislators may not go without more than undoing the work already accomplished. That Massachusetts was dangerously near such a point was demonstrated forcibly recently in the protest that arose on all sides from manufacturers and employers of labor who found themselves unable to keep up with the demands of modern legislation. Those who protested did not so much ask immunity from laws or the assurance that new laws would not be passed, but they asked that the legislature pause long enough to give industry an opportunity to live up to new requirements before piling on more burdens of a like nature.

There are at present many indications that the present labor laws will not be tampered with at this session of the legislature and that no new laws of a sweeping nature will be considered. It seems that the governor has wisely seen the danger of imposing burdens on Massachusetts industries that might drive them into less exacting states and has impressed his views on the leaders in the house and senate. At any rate when a bill came up recently to provide for an eight hour day or 48 hour week for women and minors in mercantile and manufacturing establishments, it was rejected. In the house by a decisive vote. Even though the bill was introduced at the request of the state branch of the American Federation of Labor, its supporters were not able to even secure a roll-call. This legislative opposition to what would have been considered a "popular" measure a few years ago does not prove that the bill was undesirable as much as it proves its untimeliness.

Unfortunately the well-meaning solons who favor the passage of



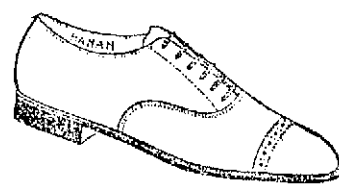
A Sale of Men's Fine Pajamas \$1.35

Regular prices \$2.00 and \$2.50

The handsomest lot of pajamas we have ever displayed. This is the cleaning up of our manufacturers' spring lots, sold to us at a great concession in price—The materials, dainty soisettes and mercerized fabrics in white, cream, pearl gray, heliotrope and blue, beautifully finished with white silk frogs and large pearl buttons. The workmanship the very best.

A Few Dozens of Men's Cotton Night Shirts 69c

All from lots that sold for \$1.00. Cut 52 inches in length, of full, generous width, capially finished with double felled flat seams. A real bargain.



New Low Shoes, Made On the Straight English Lasts \$3 to \$6

The most notable style of the present season—Here are shoes that combine style with comfort. All leathers are represented, gun metal, vici kid, patent colt, mahogany and tan Russia—in cord, lace and button—No shape in shoes introduced in late years has had such immediate success as this English last—Made by our special manufacturers and by Hanan for prices ranging from\$3.00 to \$6.00

An Important Sale of Men's \$3.50, \$4 and \$4.50 Shoes for \$2.85

These are all from our regular stock and include all small lots of high and low shoes, button and lace—Young men's smart shapes and men's conservative lasts are included and about all leathers are represented—gun metal, patent colt and Russia tan leather. All today for one price\$2.85

Putnam & Son Co.

166 CENTRAL STREET.

sweeping labor laws do not look to the cause of prosperity as much as they look to the side of the worker or they would see that the competition of other states is a vital consideration in all such matters. It would not be a very difficult matter to legislate all prosperity out of the business of Massachusetts or any other state, and enforced idleness would be a poor substitute to the worker for the humanitarian law which frequently the worker desires least of all. Unthinking political and I. W. W. agitators strive to stir up the feeling that the man who toils and the man for whom he toils are inimical in purpose, but we will not have the most desirable labor laws or the best labor conditions until it is generally recognized that prosperity cannot last without a mutual consideration of the respective rights of each class.

The best policy for the legislature to pursue—and there is every reason to hope that this policy is about to be pursued—is contained in a recent declaration of the governor on this subject. "We must now," he said, "strive to make the existing laws solve the labor and industrial problems rather than try to pass further legislation restricting industry. I personally believe that the industries of the commonwealth should not be tampered with again by the legislature for some time to come, and I am confident that the legislature will take the same view of the situation."

The authorities of Quincy have adjudged mentally deficient a firebug of that city who set seven fires last December with a loss of about \$20,000. Makes quite a difference whether a fellow sneak into a tenement basement with some kerosene and matches or burn Rome and watch the conflagration from a balcony—playing on a lyre the while. But then the average American regards Nero as a "nut" at that.

The declaration of one of the Massachusetts senators that he voted for the bill favoring a change in the Boston charter because "he had been told that certain bills in which he was particularly interested would be defeated unless he voted in favor of substitution," does not call attention to the best in legislative methods.

From the wreck of the great Titanic to the burning steamer sighted 300 miles south of Cape Race last Monday the past few years have seen many stories of the deep more thrilling than Hugo's "Tollers of the Sea."

A man jumped into Niagara a few days ago with suicidal intent and escaped. He could not have heard of the Concord river.

April showers bring bright May flowers; May showers bring groans and growls.

Where's that paint brush?

A QUARTER CENTURY AGO

I see by the reports from city hall that Capt. Lyman Prouty, once the admiral of the Merrimack river navy but more recently commodore of the city's steam-roller squadron, after being refused a pension, has decided to stick to the ship, or, more correctly, the steam-roller, and will merrily roll along over the rough-shod streets for another summer.

Twenty-five years ago, Capt. Prouty came very close to having the unique experience of being "dammed," and going to heaven at the same time. In fact, he came so close to it that a horror-stricken crowd of witnesses thought it was all off with the doughty captain.

The thrilling event is described in the old Sun as follows:

"On Edge of the Dam"

Sunday morning, Captain Prouty of the steamboat "City of Nashua" was cruising on the Merrimack above the Pawtucket dam, waiting for a load of passengers. Skipper Batchelder of the steamboat "Daniel Gage" had been at work with a gang of men launching his boat which was stored on the bank above the dam. When the boat was launched at 11:30 he called the "City of Nashua" to give him a tow to the anchorage in the rear of the lee houses. A line was thrown from the stern of Captain Prouty's boat to the bow of the Batchelder craft, the engine pulled the screw propeller revolved, and they were off into the stream. A heavy current was running and three feet of water flowed over the dashboards of the dam. The yards away, below the dam, the ragged edges of black, forbidding rocks poked their heads above an angry rush of foaming water that swirled and hissed under the Pawtucket bridge to the lower river.

The "Nashua" pulled the "Gage" into the stream. When a short distance out, there was an instantaneous collision between the boats and a stoppage to arrange matters. The delay did great harm for when the engine of Prouty's boat started up again it was found that both boats had dropped down stream just far enough to get into the water that was turning itself into foam as it rushed over the dam. The "Nashua" was put to its greatest exertions but the two steamers continued to drop down stream. As a last resort the hawser connecting the boats was cut and the "Gage" left to its fate. Believed to be dragging the "Nashua" did not get out of it but continued to follow in the wake of the "Gage." Prouty hurried his anchor overboard. It caught on the bottom, held for a minute, then snapped, and the last chance was gone. While this was going on the "Gage" crashed itself against the submerged iron rods of the dashboards on the very brink of the dam.

Like the pilot of the Prairie Belle, Captain Prouty "saw his duty as a dead sure thing and pointed her nose for the shore." In less time than it takes to write it Prouty's boat was on the edge of the dam beside Batchelder's boat.

Both boats lay broadside to the current about 15 yards from the Pawtucket dam. When the "Gage" struck, a small boy who was on the upper deck narrowly escaped being hurled over the bow. There were about 15 persons on both boats and they called loudly for help, fearing that the ribs of the boats would be crushed in by the force of the current or that the steamboats would be lifted over the protecting iron braces. To go over the dam meant certain death for every person.

John Green a Hero

Junior John Green of the Vesper club took in the situation. He jumped into a dory and struck out for the helpless people on the helpless steamboats. Both boats careened over to an angle of about 45 degrees and from the Pawtucket-bridge side their situation seemed precarious. John Green took one lead in

his dory and then had a narrow escape from going over the dam. One of the oar-locks of his boat got out of working order and his cool head helped him out of his difficulty. He repaired his boat and then took off all but two men on the "Nashua" who remained from choice.

A great crowd collected on the Pawtucket shore and on the bridge and through the city flow a rumor that two steamboats loaded to the gun-wales with passengers had gone over the dam and that dozens of passengers were drowned or crushed to death.

George L. Fowler, the building-mover came on the scene with windlass and gang of men. The windlass used in moving buildings was spiked down in Varnum avenue and a strong rope floated down to the "Nashua." When an attempt was made to pull the "Nashua," the rope snapped. Oil-boats and ropes were floated down to the boats and a partial prevention should the water rise. Then the boats were left until Monday morning, the two men being taken off in a dory. The "City of Nashua" has been hauled from the Pawtucket dam by a number of men and preparations are being made for the removal of the "Daniel Gage." The smaller boat was not so badly crushed as was supposed.

Charlie Morse may tell blood-curdling stories about his experiences in the mines of the west but he has nothing on Cap. Prouty, whose "Jin Blue" story we don't have to take his word for it. The Sun tells us about it and what The Sun says, as I have previously remarked, is gospel, by Heck!

John Hickson a Hero

Speaking of heroes and incidentally of pensions, if it wasn't for Officer John Hickson, there's a possibility that Chief Hosmer would not be drawing a pension today. In a supplementary story of the Carpet mill fire, the first of which appeared in my last article, the old Sun says:

"Saturday morning during the fire in the Carpet mill of the Lowell Manufacturing company the passage-way known as Carpet Lane was crowded with people. A shout was heard and a horse was heard and a horse was rushing toward the packed crowd. The animal had snapped the bridle and was unmanageable. There was a great rush, the crowd being panic-stricken and there was more than an even chance that somebody would be trampled under the frightened horse. Officer John Hickson jumped in front of the animal and grabbed him by the nose. A fierce struggle ensued; the heavy Hickson being pulled and dragged all over the passage-way; but he held on until help came and the horse was subdued. It was a hero in the eyes of every person who saw the struggle."

And that was only child's play for John Hickson in his palmy days. Had "Quo Vadis" been on the stage in those days John would have been eligible to play all the parts of "Judas" for you will remember, "Judas" by his tremendous strength twisted the neck of a mad bull and saved the heroine John could have thrown the bull. In fact he can yet, but that's another matter. One Saturday night many years ago I accompanied Officer Hickson and several other officers into a house in William street where a small army of Poles were mixing it up at force of arms and contrary to the peace, etc. I say, I accompanied them, perhaps I did, but I took care to be the last man in. They were a bad set and Officer Hickson made himself a hero in the eyes of every person who saw the struggle.

John Green took one lead in

batant was sitting beside a small stove from which a huge stove-pipe ran up and across to the chimney. Nearby was a table on which reposed an ominous-looking knife. As the officers entered, Hickson greeted them with: "What kind of a way is that for gentlemen to behave? Stop it now. We'll have no more of it!"

Just then the Pole who was seated across and made a grab for the knife. "Put that down my bucko!" exclaimed John, and as he did, he swung one of his famous open-handers, more wary, as it were, than a witch. John's gigantic palm caught the Pole on the side of the face. Away went Mr. Pole through space until he collided with the stove. Down came the stove and its several yards of pipe, landing on his belligerent fellow-countryman, dropping two of them to the floor, while the others simply dove through the door into another room.

The first man struck remained on the floor trying to dig the seat out of his eyes and to get the side of his face out from between his teeth. Peace reigned in William street for the remainder of the night and ever afterward while Hickson was on that beat if a Polish mother wished to get her children to sleep at night she had only to tell them that "the big Irish cop" would get them, and immediately they'd duck under the bedclothes and would be heard from no more. Officer Hickson always favored the "open-hand" in subduing refractory prisoners.

He also had a regular punch with the fist closed, but he only used it to break down doors or stop runaway horses. It was too mighty a power to be used on anything as frail as a human body.

John F. Murphy "Canned"

Twenty-five years ago, the present postoffice building was in process of construction, the old postoffice being located where "Mitchell the Tailor" is at present doing business, in the Hildreth building, and a very comfortable job was that of superintendent of construction.

The old Sun says: "John F. Murphy, ex-chairman of the democratic city committee who was appointed under the Cleveland administration as superintendent of construction of the federal building for Lowell, has been notified that his services have been dispensed with. Mr. Murphy is a democrat and the administration is republican."

The late John F. Murphy was indeed, a democrat, one of the untried; and no democrat love feast or other kind was complete without him. When the free silver movement was launched in 1895, and Mr. Bryan first nominated for president, the democrats of Lowell, and Mr. Engle generally, backed on the silver plank in the democratic platform. The Lowell Sun being about the only democratic newspaper in New England to support the democratic platform in its entirety, while the "gold" democrats so-called were quite strong in this vicinity. Among the latter was John F. Murphy and at the fifth district congressional convention, I believe it was, held that year, he succeeded in ridiculing a proposed resolution endorsing the silver movement.

Somebody had introduced a resolution endorsing free silver and had asked the matter when Mr. Murphy got the floor. He started to speak favorably on the resolution. He said that free silver appealed to him, favorably, in fact everything that was free did, he said, and he felt like voting for it, but the resolution as it read at present was incomplete, and therefore he would ask the convention to accept a slight amendment to it.

"I would amend the resolution, Mr. Chairman," said Mr. Murphy, "by inserting after the words, 'free silver,' the words, 'and free chocolate'."

"Also include free beer and hot sidewalk, squire," whispered Edward D. McVey, another golden democrat, who sat nearby.

The resolution was withdrawn.

Hopeful But Not Confident

In a recent article, I reprinted some hot-shot that the editor of the old Sun threw into the members of the democratic city committee after the election of Col. James H. Carmichael as chairman 25 years ago. A week later, I find him considerably cooled down and viewing the situation more hopefully but apparently with no great amount of confidence. Here's what he says: "Mr. Carmichael announces that he will accept the chairmanship of the democratic city committee. There is no good reason why the members of the committee should not work harmoniously under the direction of Mr. Carmichael. Next fall the democrats have several chances to do something. It remains to be seen whether they accept the chances or make costly errors."

"That 'it remains to be seen,' is eloquently expressive of grave doubts."

The Training School

The Lowell Training school in which Lowell's teachers of the future received their finishing touches was in vogue 25 years ago and according to the old Sun, the republicans had no use for the institution, for read the following Sun editorial:

"It is safe to say that if the new Training school building wasn't so far advanced the Training school system would have died a sudden and violent death. Alderman Scribner removed his child from the institution, declining to allow Mrs. Dewey to try her notions on any child of his. The Training school is an elephant which the republicans would gladly kill off if they could stand up under the jeers of the whole city."

"Mrs. Dewey's notions," I assume, were the then comparatively new system of practice work for pupil-teachers. The Training school pupil teacher of whom there were several, Alderman Scribner's child would have fared none the worse if he or she had been allowed to remain at the Training school. The reason, no doubt, for the objection of the republicans to the Training school was the fact that it established a sort of merit system relative to the qualifications of candidates for the positions as teachers. The republicans were in control locally in

those days and to the victors belonged the spoils even in the matter of school appointments. The Training school showed a strong tendency to put the spoils system out of vogue and hence the antipathy of the local G. O. P. The coming of the Normal school put the Training school out of commission. Mrs. Dewey was the first principal and she was succeeded by Miss Koyes, Mrs. Stephen J. Johnson, wife of the well known physician. Miss Gertrude Edmund succeeded her and remained in office until about the time the school was abolished, her able assistant, Miss Helen Sheehan, now principal of the Colburn school, remaining in charge.

School Board Meeting

It seems natural to read the name of Andrew G. Swapp, in the report of a school board meeting, for even as far back as quarter of a century ago Mr. Swapp was in that branch of the government, serving continuously until a few years ago when he retired. It is evident that there was little love lost on the school board by the editor of the old Sun for he reports the meeting held 25 years ago as follows:

"At the regular meeting of the school board, Monday evening, Mr. Burnham was the only missing star. All the others shined over their rosewood desks. The meeting was short and sweet. The committee on high school recommended that the superintendent of schools have power to send back to the grammar school any particularly dull pupil on the recommendation of the principal of the high school. This passed. The committee on school accommodations for ward 3 will be referred to the city council. Miss E. D. Bradley got a third class teacher's certificate. After a eulogy on the late Miss Beard, Mr. Swapp moved that a committee be appointed to draw up appropriate resolutions. Messrs. Swapp, Cummings and Gerry are the committee. A committee was appointed to confer with Librarian Burbank with a view to getting suitable reading matter into the hands of school children."

Messrs. Brock, McVey and Conner were appointed on this committee. Messrs. Colling and Harlow were granted leave of absence for the rest of the term. On motion of Mr. Woodies all

substitutes from the Training school were granted \$45 per month after they have taught three months."

In those days there were no manual training or industrial schools in Lowell for the benefit of the backward or delinquent pupils.

The Washington Centenary

Twenty-five years ago, April 30, the 100th anniversary of the inauguration of George Washington, as president of the United States was patriotically observed with special services in all of the Catholic churches and in St. Anne's Episcopal church, at the latter place of worship the Rev. Dr. Chamberlain gave a patriotic address, while the choir gave a program of patriotic airs during the morning. The crowning event of the observance was a monster banquet held under the auspices of the Catholic union, at which every Catholic society in Lowell was represented by a delegation of members. The old Sun devotes nearly an entire page to its report of the banquet. The affair was held in old Huntington hall, which was elaborately decorated in honor of the occasion. The invited guests were: Postmaster Al. Henshaw, Deputy Collector John H. Harrington, representing the federal government, all of the Catholic clergy of the city, Mayor Palmer, the aldermen, councilmen and members of the school committee. At the platform table were Rev. William D. Joyce, O. M. I., the orator of the occasion; Rev. Father McKenna, spiritual director of the Catholic union; ex-Mayor Donovan, Philip J. Farley, president of the Catholic union, Henry J. O'Connell, and Geo. M. Harrington. A chorus of 500 voices under the direction of Prof. P. H. Haggerty and assisted by Owen's orchestra rendered patriotic airs and Henry T. Gilday was accompanist.

At the opening Fr. McKenna delivered prayer.

The post-prandial exercises were opened with the singing of "America" by the chorus. George M. Harrington then introduced Philip J. Farley as toastmaster and the latter gave an eloquent address which was followed by the singing of "Columbia, Land of the Brave," by Daniel J. Donohue. Rev. Fr. Joyce then delivered the oration. Very Rev. Fr. McGrath had been selected as the orator, but he was called out of the city and Fr. Joyce made a worthy substitute. "The Star Spangled Banner" was then sung after which ex-Mayor Donovan spoke and the exercises concluded with the singing of Kellie's "American Hymn."

The committee in charge of the banquet were: Philip J. Farley, George M. Harrington, Thomas P. Sullivan, Miss Albertine T. Lane, Miss Maria F. Marron, Miss Louise M. Hickey and Dennis J. Devine. The list of delegates in attendance was as follows: St. Peter's Temperance society; Jas. R. O'Connor, Peter Mulligan, Francis O'Neill, Michael McMinamin. Lowell Irish Benevolent society; John Doherty, John Dunn, Michael Corbett, James Howard. Grattan Literary Institute; John McGlynn, Thomas H. Muldoon, Bartholomew Murray, Bernard O'Neill. Association for Young Men; C. Constantineau, Samuel Marchand, Henri Daigle. L'Union St. Joseph; J. B. Hirtubless, W. Calise, C. H. Belanger, Joseph H. Bergeron. Holy Name society, St. Michael's church; Dennis O'Brien, Charles Callahan, John McCluskey, James Callahan. St. Patrick's Debating society; Daniel J. Manning, William H. Sheehan, John J. Corcoran and John T. Powers. Christian Doctrine society, St. Patrick's; James F. Smith, James Marren, A. E. Barrett and Frank H. McCarthy. Christian Doctrine society, Immaculate Conception; W. H. Ward, John Gagan, Frank Sheehan. St. Jean Baptiste; G. D. Jacques, J. W. Paradis, Felix Vigeant, J. W. Alexander. Temperance society, Immaculate Conception; John J. Coyne, James Reynolds, John Fenoz, James Highland, Matthew Temperance Institute; Jas. J. Quinn, William B. Broderick, James Conway, M. J. Lynch. Phillips Literary society; J. E. Rordam, William Hilt, Thomas Ryan, P. J. Lynch. Burke temperance Institute; James A. Sullivan, John Watson, Frank J. O'Hare, Edward Farrell. Holy Name society, St. Patrick's; Michael McDermott, John Whitty, Michael Coughlin, Michael Moran. Corporation St. Andre; Joseph S. Lapierre, L. P. Turcotte, Michael Hamel. Catholic Temperance union; M. H. Gilroy, John J. Delaney, Martin Clark, John T. Roane. La Carole Canadian; Charles Par-

NOTICE TO ABUTTERS

Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

The city is about to pave the following streets:

Gorham st., from Davis square to L. and A. st., crossing at Manchester st. West st., from Chelmsford to west side Loring st. In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, as under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years after said improvements are completed, except as otherwise provided in the city ordinances.

C. J. MORSE, Commissioner Streets and Highways.

NOTICE TO ABUTTERS

Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

The city is about to macadamize the following streets:

High st., from E. Merrimack st. to east line Sherman st. High st., east line Sherman st. to Rogers st. Andover st., from Nesmith to east line Butman road. Andover st., from east line Butman road to east line Clark road. Andover st., from east line Clark road to city line. Powell st., from Liberty to Chelmsford st. Varnum ave., from Mammoth road to east line of Brookside st. Rogers st., from west line Perry st. to east line High st. In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, as under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years after said improvements are completed, except as otherwise provided in the city ordinances.

C. J. MORSE, Commissioner Streets and Highways.

RHEUMATISM

Acute, Chronic, Muscular, Articular, Sciatic, Lumbago, Neuritis, Arthritis, Deformans, Gout can be CURED. Satisfaction guaranteed or money refunded.

DR. TEMPLE, 67 Central Street, Lowell, Mass. Wed., 2-4 and 7-8. Sunday 10-12 A. M. Call, Write or Phone 872.

Safe and Sure Relief for Indigestion and Biliousness

is to be found in the World's Family Medicine—Beecham's Pills, which you ought to have on hand ready to use at the first sign of trouble. Indigestion makes you weaker than you ought to be; hinders your sleep; makes it difficult for you to work with any success; spoils the natural pleasures of life. The food you eat does not nourish you, and then serious sickness may follow. For over sixty years, Beecham's Pills have proved the best corrective for indigestion

and Biliousness

Thousands have found prompt relief from the suffering caused by indigestion or biliousness by using this famous and time-tested family remedy. Headaches, lassitude, bad dreams, restless nights, stomach pains, bad breath, low spirits are driven away by Beecham's Pills. When they have cleared the system and purified the blood, there is a renewed feeling of energy and vigor; work is easier, pleasure more assured. You, too, if you will try a few doses, will have a healthy body, an active brain, normal nerves and you will know by your own experience, that lasting benefit results from using

BEECHAM'S PILLS

"The Largest Sale of Any Medicine in the World"

Directions of Special Value to Women are with Every Box

At All Druggists, 10c., 25c.

thenals, Arthur Willbrenner, Henry J. Lambier, A. Gauthier. Y. M. C. I. A.: William H. Tweed, John Whalen, William H. Galvin, Geo. Green, W. Howard.

St. Patrick's Temperance society: James O'Sullivan, Thomas F. Garvey, John Ring, James Kelley. Div. W. A. O. H.: John Thompson, Daniel Powers, Maurice Fitzgerald, Robert Interstley.

Lawrence Irish Benevolence: Edward Conway, John D. Murphy, Patrick Ford, William G. Kennedy. Irish National league: Edward Gal-

lagher, Daniel Shay, P. J. O'Brien, Theo. F. Roach.

THE OLD TIMER.

NURSE TELLS WHAT TO DO

FOR SKIN SORENESS

Gertrude I. Rollings, trained nurse of Brockton, Mass., says: "In all my maternity cases I insist on having Comfort Powder. It is especially good for bed sores, eczema, chafing, scalding, rashes and, in fact, for all skin soreness."



Why not Made-to-Your-Order Paint?

Mix your paint to suit surface and weather conditions and tint it so it blends well with the surroundings of your house.

SALEM WHITE LEAD

Watch Boy Painter Trade Mark

and Dutch Boy linseed oil mixed right on the job and tinted the desired colors make perfect paint.

You get not only the colors you want but a sure-result paint—so fine it anchors into the empty sap pores and stays on till it wears out.

Ask your dealer for our Owner's Painting Guide to help you in color selections. It gives besides many paint facts.

NATIONAL LEAD COMPANY

IT IS NOT WHAT YOU PAY BUT WHAT YOU GET FOR WHAT YOU PAY



WHEN BUYING TIRES AND TUBES

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PATTERSON RUBBER CO.

MIDDLESEX STREET LOWELL, MASS.

How to Get a Good Job of Painting or Interior Decorating

There is but one way to get the best job of painting or interior decorating, the best of stock and skilled workmen from the shop with a reputation for good work.

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PAINTING CONTRACTORS

170-178 Appleton St.

YOUR SUNDAY ROAST

is best done on a

New Perfection Oil Cook-stove

Its steady, even heat preserves the rich, natural flavor of the meat. You can get just the right heat always.

The New Perfection is ready to cook in a minute. No fires to kindle—no ashes, no soot.

Made in different sizes—Nos. 1, 2, 3, 4 and 5. No. 5 has the new fireless cooking oven. Ask to see it at all hardware and department stores.



STANDARD OIL COMPANY

of New York

New York Albany

Buffalo Boston

STATE-WIDE REFERENDUM STABBED BY A WOMAN

RECOMMENDED TO SETTLE BOSTON & MAINE MIXUP BY PROGRESSIVE COMMITTEE

BOSTON, May 6.—That the people must be given the right to decide at the next state election what shall be done with the Boston & Maine stock now held by the Boston Holding company is the policy decided upon by the progressive committee of state legislators recently appointed to consider the matter.

The application of the state-wide referendum to the railroad problem is the suggestion that comes from the committee, the members of which are Senator Charles M. Cox and Representative Geo. P. Webster.

TO ENFORCE AUTO LAWS

SECRETARY OF STATE ALBERT T. PHILLIPS OF CONNECTICUT WARNS AUTOMOBILISTS

HARTFORD, Conn., May 6.—Strict enforcement of the automobile laws of the state and a liberal imposition of all sentences by courts for violations, are urged by Secretary of State Albert T. Phillips, who in a statement calls attention today to the fact that there have been 14 deaths from automobile accidents in the state during the first four months of the year.

In particular, Secretary Phillips warns automobilists against the danger of passing standing trolley cars.

BOSTON STORE MANAGER INJURED IN BATTLE WITH AN ALLEGED SHOPLIFTER

BOSTON, May 6.—A desperate duel of the strangest sort was fought in the F. W. Woolworth company store at 1075 Washington street yesterday afternoon between "Scotch Gentle," a buxom blonde, armed with a huge breadknife, and R. U. Higgins, manager of the store, with only his bare hands as weapons.

The manager had sought to apprehend the woman, whose real name is Gertrude McPherson, who is better known to the police by her nom de guerre, for shoplifting. In an instant she grabbed the knife from a counter and attacked him.

Saleswomen and customers shrieked, and some fainting as "Scotch Gentle" lunged viciously at the manager's throat and body, while he ducked and side-stepped in an effort to close with her and wrest the knife from her grasp.

Manager Higgins was finally victorious in the novel fight, but not till his fair adversary had cut him twice, once in the right hand, and again in the left shoulder. With blood streaming from his wounds he had just pinned the infuriated woman's arms, when Sergeant William J. Irwin of the East Dedham street station, who had been hastily summoned by frightened clerks, entered and arrested her.

GIRL PREVENTS FIRE
BOSTON, May 6.—Miss Teresa Maguire of 25 Alston street, Charlestown, secretary to P. L. Roberts, a customs broker at 155 State street, discovered a fire in an unoccupied office in that building last night, and by promptly notifying the fire department prevented a serious fire.

MINOR PERMITS GRANTED

LICENSE COMMISSION TRANSACTIONS ONLY ROUTINE BUSINESS LAST NIGHT

The license commission met last evening and granted the following permits:

Permit to sell ice cream, confectionery and soda water on the Lord's day: May L. Cayer, 73 Branch street; Loring R. Kew, 269 Branch street; Mary Sullivan, 149 Fayette street; John Mantas, 441 Market street; Ada Riley, 183 Kinsman street; James Kinsley, 373 Market street; Catherine Charters, 734 Rogers street; Sophie Larock, 286 High street; L. M. Dayton, 637 Broadway; Christos Ziozios, 485 Market street; John V. Tsafanas, 330 Merrimack street; L. M. Frost, 536 Suffolk street; Mabel Abrah, 113 Salem street; Helen Beatty, 177 Church street; Flora Cloutier, 703 Lakewood avenue; Sabina Laue, 81 Main street; Lydia Gauthier, 187 Perkins street; Mary Foudler, 200 Hall street; Elizabeth Donnelly, 7 Newhall street; Peter Andrew, 143 Lakewood avenue; Lucy Lanny, 219 Alken avenue; Mary L. Fields, 94 Hale street; Adelard Turcotte, 315 West Sixth street; Annie E. Jendricks, 122 South street; Catherine Bailey, 438 Chalmers street; Bridget Carroll, 191 Gorham street; Edward Strauss, 514 Chalmers street; Joseph A. Birn, 16 Alken avenue; Mateusz Sornoroski, 21 Lakewood avenue; Annie Healey, 42 Coburn street; Eva Leplante, 212 Cumberland road.

Common victualler: Philip McNeely, Stockpole and East Merrimack streets; Alexander Contogianis, 349 Middlesex street; Nellie A. Birn, 280 Bridge street.

Intelligence office: Sarah L. Anderson, 1018 Gorham street; John M. Handley, 121 Central street.

Second hand stores: Jacob Fox, 588 Middlesex street; Ike Zelin, 239 Dutton street; Arthur S. Edwards, 581 Dutton street.

Junk collectors: Hyman Levin, 139 Howard street; Thomas F. Reynolds, 17 Cedar court; Henry Wilson, 154 Howard street; Samuel Blank, 131 Daily street; William Evans, 80 Plain street; Harry Jacobson, 135 Railroad street; William Miller, 108 Church street.

Drivers' permits: J. J. Gallagher & Co., 401 Broadway; P. F. Cox & Co., 243 Broadway; T. F. Donohoe & Co., Central street; J. P. Connor & Co., 20 Tilden street; Patrick Kelley & Co., 19 Davidson street; P. H. Donohoe & Co., 40 Church street; James Cahlin, 101 Lakewood avenue; Gervais & Co., 26 Belmont street; E. A. McQuade, 73 Market street; D. E. McQuade, 137 Central street; W. W. Murphy & Co., 286 Merrimack street; P. Dempsey & Co., 333 Market street.

Other licenses: To take and sell pictures, Grover C. Keniston, 870 Merrimack street; hawker and peddler, Richard Grant, 60 Coburn street; express, Seth Kimball, 8 Washington street; billiards and pool, Peter Christopoulos, 429 Market street.

SAVED LIVES OF AMERICANS
WASHINGTON, May 6.—The United States government today forwarded six gold watches and chains to the legation at Peking for distribution among Chinese officers and civilians in recognition of services in saving the lives of American citizens in China.

LAUNDRESS ASKS \$15,000

BECAUSE YOUNG SON OF HER EMPLOYER DROPPED BAG OF WATER ON HER

BOSTON, May 6.—David Sears of 205 Commonwealth avenue, son of Mr. and Mrs. Philip S. Sears, is being sued for \$15,000 by Miss Anna S. Claburn, a young woman formerly employed as a laundress at the Sears home, who claims that young Sears threw a paper bag full of water upon her from an upper window of the Sears house.

Felled and drenched
In the bill filed yesterday with the clerk of the superior court, Miss Claburn alleges that David Sears, who is engaged at the Sears home, was engaged in his regular occupation on March 8, 1913. She was in the rear yard, she says, when young Sears threw the bag of water down upon her. She says she was knocked down and drenched with the water when the bag broke.

The bag of water, it is charged, was "thrown or hurled down upon her with great force and violence and from a great height." Since the alleged assault, Miss Claburn claims she has been unable to work and will be unable to do so for some time, she says, being permanently injured.

John H. Ellis, of the Tremont building, is attorney for Miss Claburn. Some interesting testimony is expected when the case comes to trial. The defendant's family is one of the best known in the Back Bay. Philip S. Sears is a prominent club man, a Harvard graduate and a noted tennis player.

SHOE MANUFACTURERS

Continued

of machines for use in the manufacture of shoes, not merely a well system, but a well, a McKay, a standard screw, a pegged and any other standard system of making shoes. Include not merely boards and cutting knives in the cutting room, but also electric presses, a few benches on which shoes may be made by hand; connect this machinery with motors; get the power for the motors from a model power

ACID STOMACHS ARE DANGEROUS

Common Sense Advice by a Distinguished Specialist

"Acid" stomachs are dangerous because acid irritates and inflames the delicate lining of the stomach, thus hampering and preventing the proper action of the stomach, and leading to stomach trouble from which people suffer. Ordinary medicines and medicinal treatments are useless in such cases, for they leave the source of the trouble, the acid in the stomach, from which all the trouble develops, as dangerous as ever. The acid must be neutralized, and its formation prevented, and the best thing for this purpose is a teaspoonful of bisulphate of magnesia dissolved in a little warm or cold water after eating, which not only neutralizes the acid, but also prevents the fermentation from which acidity develops. Foods which ordinarily cause greatest distress may be eaten with impunity if the meal is followed with a little bisulphate of magnesia, which can be obtained from any druggist, and should always be kept handy.

plant beside the school buildings; supply the factory with all common sorts of leather, both sole and upper, an abundance of lasts and patterns and other materials for shoes, start the machinery in motion, and employ a group of students to run the machinery and to make the shoes.

In another of the school buildings imagine class rooms, like the class rooms of familiar school buildings, also library and study and recreation rooms. Provide the class rooms with the best textbooks of the shoe industry that are to be had, gather into the library as many books relating to the shoe industry and to general industrial subjects, both technical and historical, adorn the walls with diagrams of machines and shoes, and with pictures of men who have made great inventions, or who have developed famous enterprises in the shoe industry.

Put these buildings in charge, not of practical shoemakers, but of men of technical in industry. Select these men from among graduates of the Massachusetts Institute of Technology or institutions of similar character, men who have served with some concern noted for able methods and who are members of the American Society of Mechanical Engineers, or similar organizations.

So, by imagining the school buildings, the equipment and the administration and instruction staff, one will get some idea of what a shoe trade school in Lynn, similar to the Textile school in Lowell, would be like.

Entrance Requirements

As for the students at this school they would come from far and near. Perhaps they would number hundreds for the time being. Among young men a great desire for technical knowledge of the shoe manufacturing industry. It would be necessary to sort out these young men, so that the most worthy and most promising might be first chosen to enjoy the advantages of the school.

It is likely that all candidates for admission to the school would have to pass an examination, just as do candidates for admission to technical schools and colleges. If the entrance requirements of this imaginary Lynn school were like the requirements of the Lowell school, candidates for admission would have to pass examinations in English, American history and plane geometry, algebra. If the candidates for admission to the Lowell school wish to take a four years' course, they may be required to pass examinations in solid geometry, trigonometry, and German or French, in addition to the first named subjects.

Plainly, only capable and well trained men would be admitted to the school. It takes a pretty substantial boy, with good sound head, to struggle through an examination in geometry, to say nothing of German. There would be, by the way, opportunity for young women to enter this school.

The course of instruction in this imaginary shoe trade school in Lynn would be two, three or four years. The length would depend upon the amount of knowledge the student wished to absorb. All the regular lessons would be in the day time, of course. In the evening there would be special lessons for young men who worked in the factories by day.

Courses of Instruction

The young men who would be graduated from this school would not be shoemakers, as shoemakers are known

today. They would be a new type of shoemakers, with a knowledge of the technology of shoemaking greater than is possessed by any person of today with the exception of a few men who have built up the noted enterprises of the trade.

The most thoroughly trained of these graduates each would know how to make a pair of shoes by hand or by machine, how to make lasts, patterns, inks, stales and blackings, how to set up machines, how to measure the speed of machines, how to arrange machinery in a factory, how to plan a factory, how to develop a factory system, how to test leather, how to buy leather, how to sort leather, how to keep books, how to employ shoemakers, and a few other things which have a part in the shoe manufacturing industry.

To know how to do all these things looks a vast amount for one man to know. But a corresponding knowledge is expected of graduates from the Lowell school. No young man is allowed to graduate from that school without first showing that he has a complete knowledge of his trade. To prove it he must go to Boston, buy in the market enough wool for a suit of clothes and ship it to the Lowell school, where he washes it, scours it, spins it into yarn, weaves the yarn into cloth, dyes and finishes the cloth and then has it made into a suit of clothes.

The graduates of the Lowell school do not go into mills as workmen, but as superintendents, or engineers, or chemists or designers. A few take special positions, like those of cost accountants or investigators for the government. A few others become salesmen.

These graduates do not crowd out experienced men, but fill new positions. For instance, one graduate took charge of a woolen mill that was slowly running down, was losing money and was paying very poor wages. He brought its mechanical equipment up to standard, got out a new line of goods,

stirred new enthusiasm among the mill workers, and turned the mill from a losing to a paying proposition. He increased the wage of the mill workers, too.

Train Leaders

The Lowell textile school was established about a dozen years ago. Time has proved it a valuable institution. It was established by the state and by textile manufacturers jointly. Some textile men have given to it liberally of both their time and money. It was primarily established for the purpose of training young men in the technology of the industry. A secondary consideration was the building up of the textile industries of Massachusetts through the leadership of the trained graduates of the school, so that these Massachusetts industries would hold their own against the new competition of the southern mills and the old competition of European mills. There are similar reasons for establishing a shoe trade school.

To train young men to be leaders is a national policy. West Pointers are trained to lead in the army. One of them built the Panama canal. The textile and the electrical and a few other industries have recognized the principle of training young men to be leaders. But the shoe trade, though it is the chief industry of the commonwealth, and is reputed the industry employing the wisest men, has yet to secure to itself the advantage of a technical school for the training of leaders.

WILLIAMS' KIDNEY PILLS

Have you overworked your nervous system and caused trouble with your kidneys and bladder? Have you pain in the side, back and bladder? Have you a flabby appearance of the face, and under the eyes? If so, Williams' Kidney Pills will cure you. For sale by all druggists. Price 50c.

WILLIAMS MFG. CO., Props., Cleveland, Ohio
For sale by Fails & Harkinshaw

See the Demonstration OF MOP WRINGERS



This mop complete, with slash or mop waste, copper faced cast iron fixture and four foot hardwood handle, 27c

There is no greater abuse to the hands than putting them in dirty hot water to wring a mop and so force the dirt and filth into the pores. This treatment makes ROUGH, GRIMY and RED HANDS and constant wringing of the mop causes misplaced joints.

Mrs. Smith, our demonstrator, will show you how to use our mop wringers and save your hands.

Reliance Mop Wringers \$1.25, \$1.50
Vanco Mop Wringers.....\$1.75

Free City Motor Delivery
C. B. COBURN CO.
63 MARKET STREET



Ten quart galvanized pails, of light, heavy and extra heavy galvanized iron, have bull handles and riveted steel ears. 14c, 19c, 26c

STORE CLOSED

ALTERATION SALE

STORE CLOSED

WILL START THURSDAY MORNING AT 9 O'CLOCK

Our store was closed yesterday and remains closed, and on Thursday, May 7th, at 9 o'clock a. m., we are going to open our store, with the biggest bargains in clothing that Lowell people have yet seen or heard of. Stop and consider that it is in the very middle of the season, when all other stores have their goods at regular percentage profits, and we find ourselves obliged to mark down our entire stock of Men's and Young Men's Suits, Children's Clothing and Hats. Our stock is overcrowding the store and we must have room for the carpenters who will get to work on the 18th of May, to make alterations that will enable us to put in a line of furnishings. They must have room to make and install shelves and sundry other work, and we must sacrifice part of our big stock to give them room to work. So there's your opportunity. We have explained, you must take advantage of our unlucky situation. Remember, this money saving sale of clothing will last only ten days.

IN OUR MEN'S SUIT DEPARTMENT

Men's \$8.00 and \$10.00 Suits in the newest patterns and models. All sizes, while they last \$4.65

Men's Suits worth \$12.00 and \$15.00, all sizes. Handsome patterns in the newest cuts and models. Patch or plain pockets, English short and snug fitting coats or plain coats, 2 or 3 buttons sacks. Pencil stripes, pepper and salt mixtures, grays, blues, blacks; all hand-tailored..... \$7.35

Men's \$16.00 and \$18.00 Suit values—Every garment hand-tailored in the very newest designs of cloths including imported suitings, made up in the newest models, English or plain, conservative. Colors include blue, black, oyster, gray, fancy mixtures and fancy stripings; all sizes from 32 to 48. While they last. Sale price..... \$9.35

Nothing but all wool cloths, cassimeres and worsteds.

\$20.00 Suits, strictly hand-tailored in the newest models. Handsome 2 or 3 button-sack coats, single or double-breasted, patch or plain pockets. Colors: Blue, black, gray brown and others. Cloths in cassimeres and serges; every suit guaranteed all wool or your money back. Sizes run from 32 to 50 stout. While they last. Sale price \$12.45

\$22.00 Suits. No matter how critical you may be, there is a suit in this lot you will like, all styles are included, and patterns such as fancy stripings, single or double-breasted sack coats, blue serges, unfinished worsteds, cassimeres or Scotch tweed; strictly hand-tailored; sizes from 32 to 50 stout. Sale price \$13.85

\$25.00 Suits. Very rich patterns in Scotch woolsens and pure worsteds. Strictly hand-tailored in the newest models, patterns such as pencil stripes, fine fancy mixtures, blues, grays and browns. Every garment guaranteed above value. Sale price..... \$16.85

All Winter Weight Suits and Overcoats are marked down with a saving from \$6.00 to \$10.00. In this sale you will find yourself saving on your Spring Suit or Top Coat from \$5.00 to \$10.00. Take advantage of a miracle, as seldom clothing merchants have mark-downs on their stock at this time of the season.

IN OUR MEN'S TOP COAT DEPT.

\$15.00 Top Coats, silk lined to the edge, all sizes, in black and oyster gray colors. Sale price..... \$7.95

\$18.00 and \$20.00 Top Coats, silk lined, all sizes, strictly hand-tailored, in black or oyster gray colors. Sale price..... \$12.85

BG VALUES IN BALMACAAN COATS

Beautiful Scotch mixtures, a ravishing stock, all wool, guaranteed water-proof. Note these prices:

\$10.00 BALMACAANS AT..... \$7.45

\$15.00 BALMACAANS AT..... \$8.65

\$20.00 BALMACAANS AT..... \$11.65

PANT DEPARTMENT

We have a full line of pants which just arrived at prices that will surprise you.

\$1.50 Pants. Sale price..... 79c

\$3.50 Pants. Sale price..... \$1.79

\$4.50 and \$5.00 Pants. Sale price..... \$2.98

\$2.50 Pants. Sale price..... \$1.19

\$4.00 Pants. Sale price..... \$2.39

\$5.50 and \$6.00 Pants. Sale price..... \$3.45

You will find sizes from 32 waist to 52 waist in this assortment.

MOTHERS

Boys' 25c and 50c Knee Pants..... 11c

Boys' 75c and \$1.00 Knee Pants. All colors. Full peg shape. Sale price..... 37c

CHILDREN'S DEPARTMENT

A big line of Boys' Suits to be sold regardless of cost.

Sizes run from 8 to 17.

Boys' \$2.50 Suits. Sale price..... \$1.79

Boys' \$4.00 Suits. Sale price..... \$2.49

Boys' \$5.00 Suits. Sale price..... \$3.98

Boys' \$3.50 Suits. Sale price..... \$1.98

Boys' \$4.50 Suits. Sale price..... \$2.98

Boys' \$6.00 and \$6.50 Suits. Sale price..... \$4.98

Our line of Juvenile Clothing is very strong. You will find here the best at lowest price. The sizes run 2 1/2 years old to 9 years old. The prices are:

\$2.50 Suits. Sale price..... \$1.79

\$4.00 Suits. Sale price..... \$2.49

\$3.00 Suits. Sale price..... \$1.98

\$5.00 Suits. Sale price..... \$3.98

Velvets and Blue Serges and also a few Blouse Waist Suits. The \$6.00 kind. Sale price..... \$4.98

HAT DEPARTMENT

We are showing a full line of NEW SPRING HATS. Every style is this spring's newest and latest.

Men's \$1.50 and \$2.00 Stiff Hats. Sale price..... \$1.19

Men's \$2.50 and \$3.00 Stiff Hats. Sale price..... \$1.79

Men's \$3.00 Balmacaan Hats. Special for this sale..... \$1.79

Men's Soft Hats, in all colors; these are Hats that generally sell at \$1.50 and \$2.00. They come in blue, green, brown, light color and black. Sale price..... \$1.19

Men's Soft Hats. The \$2.50 and \$3.00 kind. Sale price..... \$1.79

The colors are seal, blue, green, tan, pearl, brown, mauve, myrtle and rock.

We are showing Straw Hats in advance to give you the advantage of getting one at reduced price during the big sale.

\$1.50 Straw Hats. Sale price..... 79c

\$2.00 Straw Hats. Sale price..... \$1.19

\$2.50 Straw Hats. Sale price..... \$1.79

RAINCOAT DEPARTMENT

Men's Balmacaan Rain-proof Coats, worth \$15.00. Sale price..... \$8.65

Men's Balmacaan \$20.00 Coats. Sale price..... \$11.65

Remember that this coat is all the go and will be good also next year.

REMEMBER THIS SALE IS FOR TEN DAYS ONLY

This stock contains nothing but the newest goods just arrived this season for the Spring trade. Every garment is clearly marked. Step in and look it over. Plenty of salesmen at your service.

Sale Begins Thursday, May 7, at 9 A. M.

LOOK FOR THE RED SIGNS OPPOSITE KIRK STREET

J. FREEMAN & CO.

The Popular Clothiers

214 MERRIMACK STREET

LOOK FOR THE RED SIGNS OPPOSITE KIRK STREET

ON WOMAN SUFFRAGE SEC. GREY WILL KEEP OUT

DEBATE IN HOUSE OF LORDS—
LIMITED FRANCHISE BILL AT-
TACKED AND DEFENDED

LONDON, May 6.—Woman's suffrage was the subject of a long discussion in the house of lords yesterday, when the Earl of Selborne moved a second reading of a bill giving the parliamentary franchise to those women already possessing votes at local government elections.

He said it was estimated roughly that 1,000,000 women in the British Isles would benefit by the passage of the bill. He asserted that the vast majority of women were opposed to militancy.

He expressed his belief that the idea that men and women voters would divide on sex lines was a delusion and gave it as his opinion that the demand for votes made by women who paid taxes was founded on justice.

Earl Curzon of Kedleston moved the rejection of the bill, not merely, he said, because it would introduce a great social revolution, but because it would be injurious to the interests of women.

Such a measure, he argued, would have an unfortunate and mischievous effect upon the relations of the sexes and would weaken the prestige and influence of Great Britain throughout the world. He declared that of the 12,000 women voters on the registers in London, only 30 per cent had voted at the last local municipal elections, while in the country only 25 per cent of the women entitled to vote had cast their ballots.

He asserted that an inevitable corollary of giving the vote to women was the grant to them of the right to sit in parliament. Militancy, he argued, was not confined to a small, ill-balanced minority, but was the work of a great organization. He concluded with the statement that the majority of women did not want the vote and lacked the quality and the temperament to exercise political power.

Baron Newton argued that militancy was woman's blind revenge upon society for the manner in which she had been treated by the liberal party.

Viscount Haldane said the country was approaching the time when it would have to deal with class problems in which the cooperation of women had become vital. The questions of the birth and death rates were part of these problems. Much of the want of attention to social problems had been brought about, he concluded, because women had no direct means of exercising political power.

The debate was adjourned.

If you want help at home or in your business, try The Sun "Want" column.

REFUSES TO ASK U. S. GOVERN-
MENT TO ABANDON ITS POSITION
AGAINST HUERTA IN MEXICO

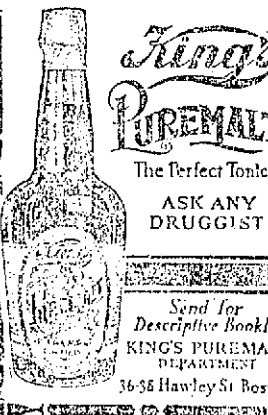
LONDON, May 6.—Foreign Secretary Grey was invited by Sir John David Rees, M.P., in the house of commons yesterday afternoon to ask the American government "to abandon its position that the removal of General Huerta is of greater moment than the restoration of peace and the protection of life and industry in Mexico."

The foreign secretary declined, declaring that in view of the fact that mediation had been undertaken by Argentina, Brazil and Chile, it could serve no useful purpose for the British government to make separate proposals on its own account to either Washington or Mexico City.

The federal governor of Tampico, the secretary continued, had given assurances that the employees of the companies operating oil wells in that district might return, while Huerta had promised to issue orders permitting all nationalities to return and resume work, saying at the same time that he would do his best to prevent fighting in the oil district.

Before Baby Comes
and After—

Mothers find a wonderful
comfort of strength in this
wholesome body and nerve
builder.



AUTO SURVEY IN LOWELL

Retrospective Shows Wonderful
Advancement of Industry—
Some of the Prominent Dealers

To find out definitely and exhaustively how great an influence the automobile has been in Lowell would entail much labor for the automobile has made its impression; but we can briefly look back and sum up things in a general way. In our retrospective we should go back to the time when the automobile wasn't up to the present day.

Most of us can remember, and it is not long ago, when some sort of a device that went a little way and stopped with a wheezing, gasping cough was at large on our city streets. The manufacturer considered it an automobile, at least he called it that when he showed it to the customer, who had to be a brave man to stand the jolts and quakes of the facious yet interested bystanders who offered plenty of verbal aid when his "automobile" stopped short as if in a faint. They didn't need the rancorous blast of a horn then to warn the people of the rushing approach of the smoke breathing monster. Since the improvement of the auto, contrary to the confident predictions of ever present, ever prophesying skeptics, the need of a horn became evident.

First Auto Garage

Back in those days when the pronunciation of the word "garage" was

disputed, there existed one man in Lowell who had a little foresight and a large amount of nerve. He started a garage up in Appleton street. That is not a great many years ago either. Such was the state of automobile affairs a few years ago.

What does a glance over Lowell show today? Lowell can boast of 18 or more modern, up-to-date garages, where car owners can go with a confidence that they will receive service second to none in this country. There are at least 20 automobile agents who have all come very well in this line of business. The 12,000 auto owners will substantiate this statement. The flame of the popularity of automobiles is not a fitful spark, glowing only for the moment and then to die. Indications show that this flame is growing brighter, fanned by the enthusiasm of those who are already possessed cars and by the demands of prospective buyers. Since automobiles are so demanded why should we not have an automobile that is "Lowell made"? Surely there is something in that trade mark and when the time comes when we have a Lowell made car the manufacturer may be sure that he will receive the hearty support of all those loyal citizens who are ever willing and ready to boost Lowell and Lowell made goods.

Some of Our Auto Men

It seemed fitting to the writer to say something in a retrospective way about some of the dealers and auto men individually since a same space has been given above in a general survey of the automobile industry in Lowell. This will appear below:

Anderson's Tire Shop

One of Lowell's most up-to-date repair shops and supply houses is Anderson's Tire Shop, 235 Prince street, where is followed the motto: "A satisfied customer is our ambition; once a customer always a friend." To attain the realization of this ambition Mr. Anderson invites any automobile owner who is having any kind of trouble with his machine to drop in and chat with him, and discuss the difficulty. He will diagnose the case and prescribe the remedy and give you any amount of invaluable advice free of charge. Anderson was one of the first to install free air. Mr. Anderson has a method which he himself has invented, of repairing and retreading and he says that by this method he can prolong the life of a tire that otherwise would be considered ready for the discard. Anderson's Tire Shop always has an up-to-the-minute supply of goods as their truck goes to Boston for them four times a week. Mr. Anderson will be pleased to make your adjustments for you.

Lowell Motor Mart

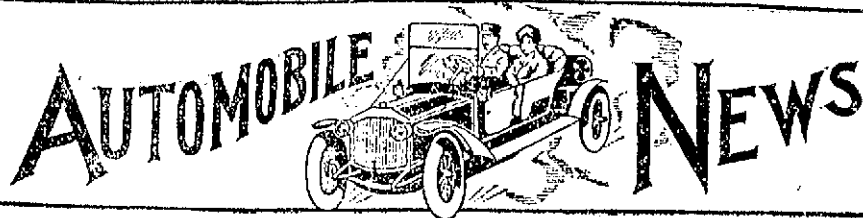
The Lowell Motor Mart, cor. Merrimack and Tilden streets, is a striking example of the progress the automobile has made in Lowell. S. L. Rockwood, the capable manager of the Lowell Motor Mart, carries the Ford car which is especially popular with those living in the towns. The demands for this car combined with the salesmanship of Mr. Rockwood, are greater than the output of the factory. From this one may get an idea of the vast amount of business transacted at the Lowell Motor Mart, the ad. of which appears on another page of this issue. The Lowell Motor Mart also carries an extensive line of supplies.

Stanley Garage

Up at 610 Middlesex street we have the Stanley garage, the proprietor of which is Tom Williston who is one of the most popular and well-liked garage men of this city. Mr. Williston carries two cars over the merits of which he is very enthusiastic. He says that one of the reasons why the Stanley car is having such great sales is the absence of nauseating odors of gasoline, the maddening exhaust pipe and the cranking. He also reports that the Metz car, the winner of the Citizen tour, is no slouch, but is still in the race and considering the sales of the Stanley and the Metz the two cars are nip and tuck. The winner can be decided only at the end of the season. But in the meantime Tom will be busy keeping up his stock of supplies against the inroads of automobile owners who demand the goods he carries.

Boston Auto Supply

Joe McGarry entered into the automobile business last June when there



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Advancement of Industry—
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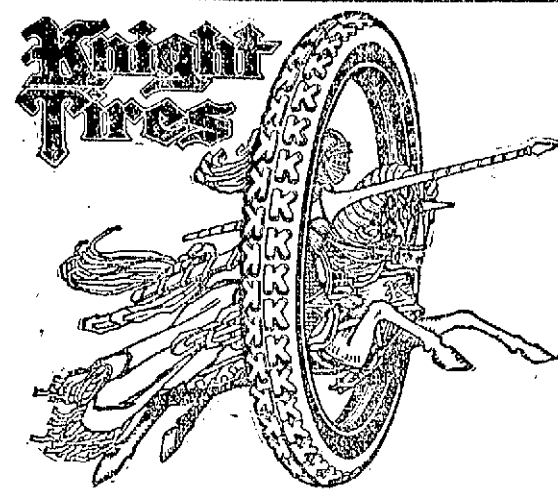
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A LEADER OF TIRES

Guaranteed 6000 MILES

Just try some of these tires and be convinced that this is the tire for you. Adjustments made by Anderson's Tire Shop. Also agent for Goodyear tires, the most popular tire on the market at present day. Kingston horns, Urethane tanks, plug cells, Weed chains, electric light bulbs, all sizes; in fact, all up-to-date auto accessories carried in stock.

ANDERSON'S TIRE SHOP

135 FAIRBANK STREET

The best free air system in Lowell.

This addition surpassed the most sanguine hopes of the company. So great was their automobile repair business that Mr. Chandler, the amiable manager of the Sawyer Carriage Co., deemed it necessary to enlarge his working space, accordingly he recently increased his force of laborers to one dozen. Not long ago Mr. Chandler secured the services of Messrs. Goyette and Taylor, both men of wide experience and possessed of an unlimited knowledge of automobile repairing and overhauling. Together with the work of the Sawyer Carriage Co., goes the knowledge that the job is well done and that the workmanship is of the best.

Geo. H. Bachelder

Among Lowell's motor cycle dealers there is no name which is better known

than that of Geo. H. Bachelder, Post Office square, whose ad appears on the auto page section. Mr. Bachelder has been in this business longer than any other Lowell dealer. He started in way back in 1907, selling bicycles. His office, repair station and stock room was a barn. Soon he graduated from this place and after locating in various places with various success he is now firmly established at Post Office square at which place he has been for the past 10 years. The name of Bachelder is the connecting link between the bicycle era around 1902 and the removal of bicycles after the slump of 1907. Mr. Bachelder is an exemplification of the "survival of the fittest." Eleven years ago Mr. Bachelder began to sell

Continued to Page 11

UNION SHEET METAL CO.

LARGE & MODERN

Expert Mechanics

CORNICE, SKYLIGHT, METAL ROOFING
VENTILATION AND BLOWER PIPE WORK

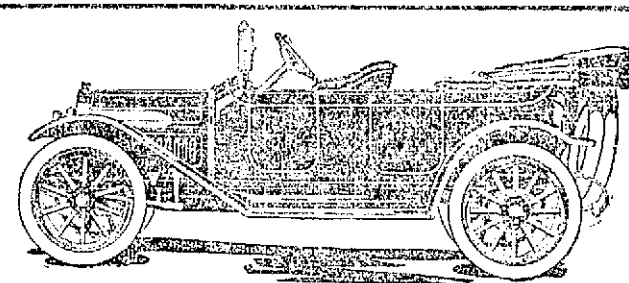
Furnace, Especially School Work. All kinds of Sheet Metal Work and Jobbing

LEAD BURNING

METAL CEILINGS

Automobile Metal Work a Specialty

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.



SACKLEY MOTOR CO.

Tel. 2167-R

483 Merrimack Street.

KING, HAYNES, REGAL AND MERCURY CARS

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.

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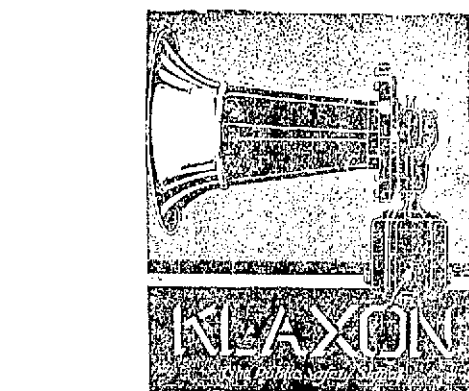
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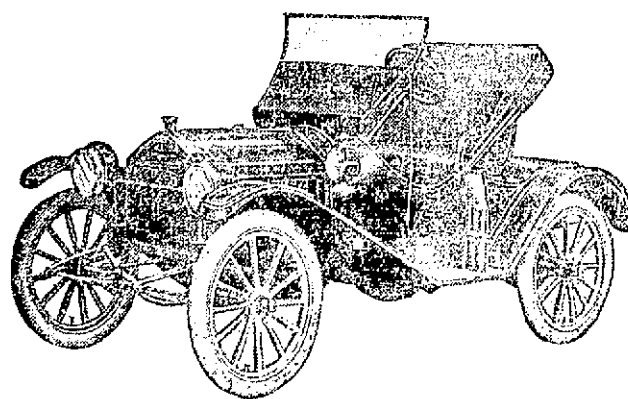
337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.



STOP

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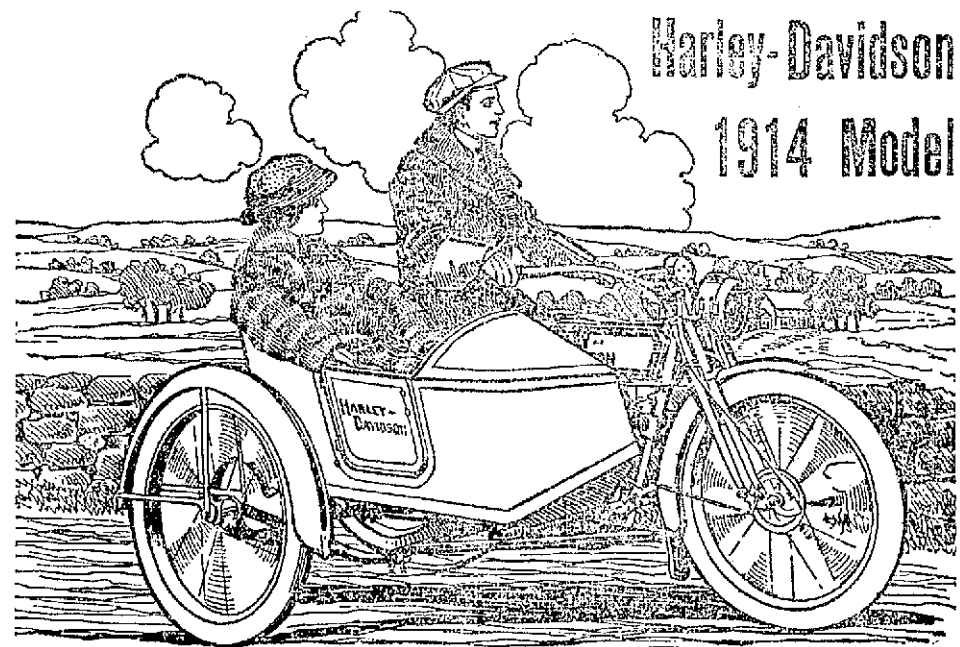
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Harley-Davidson
1914 Model

You can buy this outfit for \$150 down and \$5.00 weekly. If you want a demonstration phone, call or write

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Agent for the Harley-Davidson Motor Cycle, the road champion. Harley and Yale parts on hand.

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441 MOODY ST.

TRAINS TO AND FROM BOSTON

Southern Div.			Portland Div.		
To Boston	From Boston		To Boston	From Boston	
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LOWELL'S GREATEST NEWSPAPER

THE LOWELL SUN LOWELL MASS.

LOWELL'S GREATEST NEWSPAPER

STORY OF A LIVE LOWELL NEWSPAPER

Remarkable Rise and
Steady Progress of
The Lowell Sun

In a Field Over Supplied
With Inferior Daily
and Weekly Papers

It Gives a Striking Illus-
tration of the Survival
of the Fittest

Innovations Started by
The Sun Were Appreci-
ated by the Public

A little more than thirty-five years ago the Lowell Sun started as a weekly newspaper and its success from the beginning is a matter of local history. The reception accorded The Sun was most flattering and its growth was not only continual but, considering the limitations of journalism in those days, it might be termed almost phenomenal. The circulation of the paper increased year after year and as a consequence the plant was gradually improved from time to time to meet the requirements.

Before the weekly was three years old a second press with automatic folding attachment was installed and in these days it was considered a mechanical wonder.

The need of a daily edition of The Sun became very pressing and on September 1, 1892, the publisher of the paper, yielding to the irresistible demands of the public, launched into the daily field and The Sun's reception as a daily was such as to put all previous records of journalism in this part of the state completely in the shade.

The press room equipment of the daily proved totally inadequate to meet the demands of the public and within three months the publisher was obliged to install a stereotype web perfecting press, which although a first class machine of great capacity, soon proved too slow to keep up with the increasing circulation of the paper.

At that time there were about eight daily newspapers in Lowell. The popularity of The Sun was so pronounced that one rival after another

GAVE UP THE CONTEST

and fell by the wayside with the exception of two local afternoon dailies which were consolidated into one morning newspaper, the Courier-Citizen. And still the demand for The Sun increased and the proprietor was at his wit's end to provide means of getting out the papers in sufficient numbers and at a rate of speed necessary to meet the growing popularity of The Sun. A larger press was needed, more linotypes had to be installed, but in order to do this it was necessary to remodel the building in which the newspaper was then published.

In the spring of 1902 the old building was remodeled, extra machines were installed in the composing room, a modern stereotype plant was put into operation and the basement reconstructed to receive what at that time was the largest and most rapid newspaper press in New England north of Boston.

On September, 26, 1902, The Sun started its three-deck, 24-page web perfecting press, built expressly for its use by the famous firm of R. Hoe & Co. of New York and London. This press was capable of printing 24,000 papers of from four to twelve pages per hour and 12,000 16, 20 or 24-page

papers per hour. This, we felt confident, would be plant enough to meet the demands of Lowell and its suburbs for a generation. But the city was growing. It gradually approached the 100,000 mark and then passed it. Meanwhile the facilities for obtaining and distributing the news of the world were gradually improving and every device for rapid work that came into the market was immediately adopted by The Sun until this newspaper became noted as the high speed afternoon paper of New England. In fact it has been conceded not only in this section

but in metropolitan centers that the speed records made in The Sun office for getting out extra editions after the occurrence of important events have never been beaten anywhere. All this, of course, met with public appreciation, increased sales and increased advertising patronage until The Sun earned undisputed claim to the title of "Lowell's Greatest Newspaper."

But every enterprise has a goal as every man, worthy of the name, has an ambition. The ambition of the proprietor of The Sun was that his newspaper should have a modern

home of its own and a plant that would not be surpassed in excellence and efficiency by any newspaper plant of its size in the country, and we are proud to say that this ambition has been realized.

After nearly two years of study and planning it was decided to erect a building that would be worthy of the paper and to install a plant that would put The Sun practically beyond comparison. The services of Mr. C. H. Blackall, the eminent architect of Boston, were secured and he was commissioned to draw plans and prepare

specifications for a ten-story newspaper and office building to be erected on the site of the old Sun building. And his special instructions were to make it absolutely fireproof, of imposing and artistic design, and a structure that would not only be a credit to the newspaper and its owner but would be

THE PRIDE OF THE CITY.

Anyone who has seen The Sun building will agree without hesitation that Mr. Blackall has not only fulfilled his commission but has distinguished himself in producing one of the most

beautiful structures of its size in America. This may seem an exaggeration and perhaps too much to say for a building in a city the size of Lowell, but it is nevertheless a fact; and on the word of the architect and builders it may be said that there is no part of The Sun building that could be better constructed or more richly embellished within reasonable and practical limitations than is the beautiful structure in which Lowell's greatest newspaper is now at home.

The old plant was removed to temporary quarters and the work of de-

THE SUN IS NOW IN ITS NEW HOME

And is Equipped to Get
Out Even a Better
Paper Than Ever

Has One of the Most
Modern Newspaper
Plants in the Country

Its New Home Conced-
ed to Be a Model of
Beauty and Utility

Lowell's Finest Building
for Lowell's Greatest
Newspaper

molishing the old structure commenced April 1, 1912. So well had things been planned that the structure was completed sufficiently to permit the occupancy of the ground floor and the entire newspaper quarters the latter part of December following. On moving to its new home The Sun promised its readers to give a detailed description of the building and the newspaper plant as early as practicable but the vast work of organizing under new conditions occupied considerable time and business conditions were not favorable for a souvenir edition until the present date.

The accompanying illustration gives a very fair idea of the beauty of the new Sun building. The construction throughout is of steel and reinforced concrete, the facing is of vitrified brick of a light cream color with granite and marble trimmings. The floors are entirely of reinforced concrete, no wood being used in any part of the building except for the casings and doors above the first story. The entire ground floor as well as the corridors on every floor are tiled. The floors of the offices are covered with linoleum cemented on a concrete base. The base boards and partitions are of terra cotta, reinforced concrete and pyrobar. The corridor bases are of marble. The main corridor is finished

IN ITALIAN MARBLES

of various designs, the pilasters being built of Brescia onyx marble, all richly moulded and worked out with great artistic beauty. The stairways are of steel with marble treads, the roof is laid with terra cotta tiles bedded in asphalt on reinforced concrete; all the housings on the roof are of metal and the parapet is lined throughout with heavy copper. There is practically nothing in the entire structure to burn.

Two modern high speed Otis electric elevators are installed for passenger service and to those who have had some experience with elevators in other buildings those installed in The Sun building are not only a revelation but as one critic put it, "they work as smooth as airships." The latest type of flashlight synchronizing signals from every floor add to the efficiency and utility of the elevators and the service is continuous night and day, Sundays and holidays, so that it is possible for a tenant to get to his office at any time he chooses.

The building is equipped throughout with the latest system of vacuum cleaning, no brooms or brushes for cleaning the offices being used. A night force is engaged to clean the offices, to take the dust and refuse out through the vacuum tubes and not by the old method of taking part of it out and leaving the remainder to settle about the rooms.

The building is heated by the Warren Webster automatic modulation system, which is noiseless, efficient



JOHN H. HARRINGTON,
Proprietor.

DANIEL J. HARRINGTON,
Building Manager.

C. H. BLACKALL,
Architect.

BUILDING
ABSOLUTELY FIREPROOF

THE NEW SUN BUILDING

MERRIMACK SQUARE

LOWELL, MASS.

AND MANY OTHER FINE PUBLIC BUILDINGS AND PRIVATE RESIDENCES

The Freedom of the Press Should Never Be Abridged

sem so that they would not in any way interfere with the press which support the structure and which at the same time would be accessible and easy of operation. The mammoth sextuple lightning press is set upon a water-proof concrete pit which runs down to bed rock and although the press is a monster requiring tremendous power there is practically no vibration when it is running at full speed. A complete description of this press is given on another page.

The arrangement of the delivery room, store room for paper, etc., is thoroughly up to date. The plates from the stereotype room are received within three feet of the press cylinders to which they are locked, this arrangement not only being a convenience but a great time saver particularly when "hurry up" extra editions are being issued.

On this basement floor, which is 14 feet in the clear, are hung

AUTOMATIC SPRINKLERS

which operate in case of fire in every compartment of the basement. The boiler room, toilet rooms, locker rooms, etc., are constructed in a thorough, convenient and fire-proof manner and the ventilation of the basement is so perfect and the heating system so efficient that winter or summer, in heat or in cold, the temperature does not vary one degree. The Luxur prisms in the sidewalk lights are sufficient to render the basement as bright as daylight, the electric lights being needed only to get at the interior parts of the press during operation.

The layout of the editorial, composing and stereotype rooms on the tenth floor is ideal in every respect. The reporters have a very easy wing of the top floor, from which they get a good view of the city without leaving their desks. Each desk is equipped with a telephone communicating with all the departments in the building and with the outside telephone service. The latest equipment for the transmission of copy, electric, etc., is installed so that all unnecessary steps are avoided and the process of collecting, preparing and sending the news to the editor in charge is rapid and easy of operation.

The managing editor is located at a point where he can have complete oversight of every part of the editorial room. The telegraph operator, who covers the Associated Press service, has a well equipped apartment and

can transmit his copy to the proper desk without leaving his seat. The city editor's desk, to which all the tubes and carrier systems run, is in close proximity to the copy hook of the composing room and he also has facilities for receiving copy, messages, etc., from the office and sending bulletins to the bulletin room without leaving his seat. The top portions of these partitions are glazed so that while they are practically sound proof they are in full view of the occupants of every other compartment. The heating, ventilation and lighting system in the editorial room is of the very latest and most effective type.

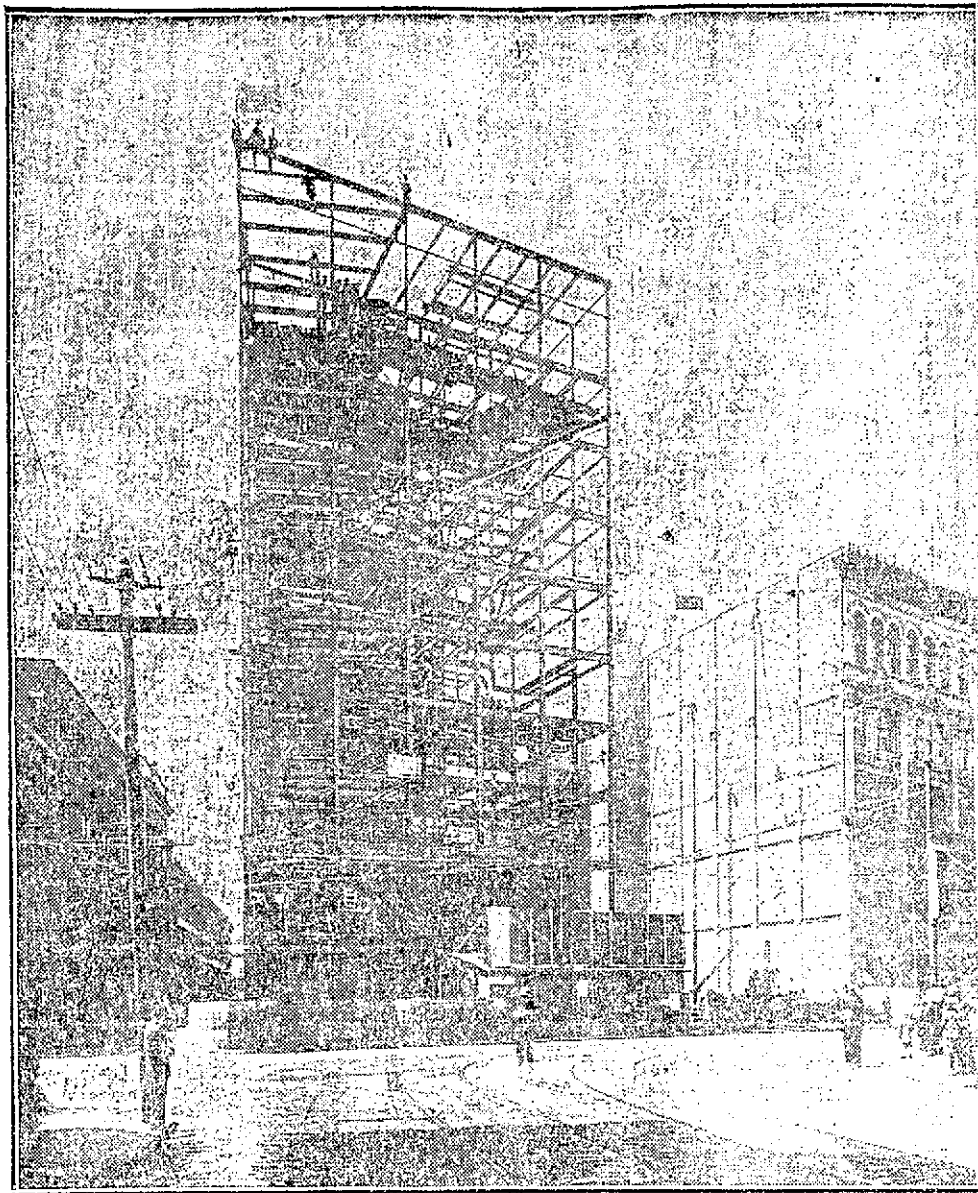
The composing room is a model of compactness and convenience. It is so arranged that the copy never takes a backward movement but starts at one end, is set, sent to the proof-room, made up in the forms and sent to the stereotypers in one continuous movement in the same direction. The foreman's desk in the composing room is so located that he has a complete view of all the workmen and apparatus under his charge. The system of

SIGNAL LIGHTS

connecting him with the press room by which the foreman signals for the starting or stopping of the press for corrections, etc., avoids the necessity of waiting for telephonic communication. These signals are instantaneous and he can order the press started or stopped in one-quarter the time that would be necessary to do it by telephone. The half-tone views of the composing room and make-up room, etc., on another page give a very good idea of how nicely these arrangements have been carried out.

The stereotype room is on the same floor with the composing room. Here the forms are received, matrices are molded and the curved plates cast and sent by a double elevator service directly to the press room. This avoids the necessity of raising or lowering the type forms as is done in many newspaper plants, and it also increases the speed with which editions can be put to press. The ventilation in the stereotype room is practically perfect, that is to say it is possible to throw open the swinging windows on the sides and in the roof so that the

workers are constantly working outdoors. It is unquestionably one of the coolest and best ventilated stereotyping rooms in the country, and the machinery for casting and finishing has a well equipped apartment and



VIEW OF THE SUN BUILDING IN PROCESS OF CONSTRUCTION

Showing the steel work completed and the erector's flag floating triumphantly 11 weeks after breaking ground and only five weeks after the steel work was started.

forms is of the latest and most approved pattern. All of this machinery was built by the famous company that constructed the press.

On the whole we have no hesitation in saying that The Sun not only has the best, the most extensive and most

RAPID NEWSPAPER PLANT

in the city in every department but it has one of the best equipments of any newspaper of its size in the country. Indeed it is not equalled in any particular in New England north of Boston.

We are always glad to receive visitors and to show them about the premises, explain the intricacies and wonders of getting out a modern newspaper, providing of course they come at a time when the force is not rushed and when proper courtesies and attention can be extended to them without interfering with the work of getting out the paper.

From the roof of the building a fine view of the city can be obtained and visitors are welcome to call at the Sun office and will be shown to the roof on fair days in the forenoon only. During the afternoon on account of the rush in getting to press it is almost impossible to give them the attention and courtesy which we desire to extend to our friends and visitors.

On another page will be found a description of the new press, together with illustrations and other matter concerning the equipment of the newspaper plant.

THE CONTRACTORS

After securing a good architect the most important consideration for one who intends to construct a valuable building is to make sure of getting competent and responsible contractors, men who are able to do the work, do it properly, do it on time and have sufficient responsibility, to make good any loss on account of failure to carry out their contract. It was very fortunate for the proprietor of The Sun that the R. H. Howes Construction Co. of New York was the lowest bidder. A contract was made with this concern, which the architect assured the owner was iron clad in every particular, binding the company to do the work according to specifications, to submit all building material to the architect's experts for inspection and to pay a heavy forfeiture for failure to complete the building within the specified time.

We are pleased to say that the R. H.

Howes Construction Co. not only fulfilled all its obligations but did even more. It actually surpassed its former efforts and gave complete satisfaction in every particular to the owner and his architect.

The operations of this company were certainly an eye-opener to the people of Lowell. The way the men tackled the old building and demolished it within the short space of two weeks; the rapid manner in which the excavation was carried on and the astonishing growth of the building from the foundation upward was the main topic of conversation in this city during the process of construction.

Photographs were taken of the building from time to time and one who follows the illustrations on another page can see at a glance what phenomenal speed was made in the construction of this building. What is more, when the building was completed a rigid inspection of every department was made by the architect and his assistants and before final settlement was made everything was found to be in accordance with the specifications and in many instances a great deal better. As stated elsewhere, the material and the workmanship are so perfect throughout that experts are unable to state wherein they could be improved upon. On page two of this section in the advertisement of the company appear half-tones of the president and the first and second vice-presidents of the R. H. Howes Construction Co.

Mr. Howes is a New Hampshire boy having been born in the city of Keene in that state. He is a graduate of the Institute of Technology and has held many positions of responsibility with big construction concerns before organizing the company of which he is the head. He is a prominent club man in the city of New York, being quite conspicuous in the membership of the St. Nicholas club and Natural Arts club, while he retains his connection with the Massachusetts Institute of Technology by remaining on the roll of its club membership. He made frequent visits to Lowell during the construction of the building and although he had excellent assistants on the ground he was at all times the man behind the job.

The superintendent in charge of the work who remained on the ground from the beginning to the end was Mr. George B. Morcroft, who is second vice-president of the company and who made a host of friends among the

L. H. JOSSELYN,
Pres.

G. M. KENT,
Treas. and Mgr.

DERRYFIELD CO.

MANCHESTER, N. H.

HIGH GRADE WOOD FINISH

 BEST OF { SERVICE MATERIAL WORKMANSHIP

Sun Building, Lowell, Mass.—Material Furnished by Us.

ALL EXTERIOR AND INTERIOR WOOD FINISH OF EVERY DESCRIPTION, ALSO GLASS AND GLAZING

The Lowell Sun Building

Is heated by the WEBSTER MODULATION SYSTEM OF STEAM HEATING, each radiator having a Webster Modulation Supply Valve and a Webster Syphon Trap.

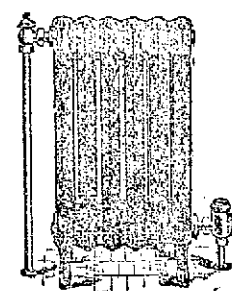
NO NOISE
NO AIR VALVES

NO OVER-HEATING
NO WASTE

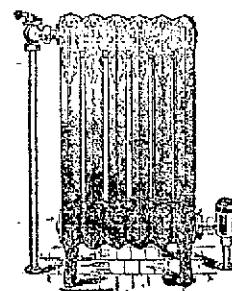
Just the right amount of heat secured when you want it by a mere turn of the Modulation Valve at top of radiator.

WEBSTER HEATING SYSTEMS are used in all kinds of buildings.

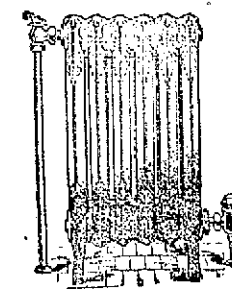
EFFECT OF MODULATION VALVE ON STEAM SUPPLY IN RADIATOR



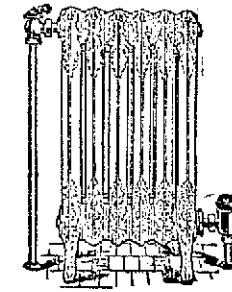
Showing steam in radiator when Modulation Valve is opened to point 1.



Showing steam in radiator when Modulation Valve is opened to point 2.



Showing steam in radiator when Modulation Valve is opened to point 3.



Showing steam in radiator when Modulation Valve is wide open.

WARREN WEBSTER & CO.

CAMDEN, N. J.

Established 1888.

Offices in Principal Cities.

BOSTON OFFICE, 24 MILK STREET,

Where You Find a Free Press You Will Find a Free People

local building trades and business men during his stay in Lowell. Although born in England Mr. Morecroft spent his early days in Syracuse, N. Y., where he was educated, and after qualifying as an engineer and serving as superintendent for different companies he finally cast his lot with the R. H. Howes Construction Co. and has been the principal superintendent in all their operations since the company was formed.

The first vice-president of the company is a Lowell boy, Mr. Herbert W. Goddard, and his connection with the company was of great interest to the people of his native city, who watched the progress of the building with increasing admiration. Mr. Goddard is the son of the late Charles H. Goddard, formerly mayor of the Lawrence company, and is a graduate of our schools and also of the Massachusetts Institute of Technology, from which he received his degree in 1907. He has held various positions of importance such as consulting engineer, machine engineer and superintendent of construction of some of the most important buildings erected in this country. He became familiar with the Howes Construction Co. in 1902 and has been a member of its staff to the construction of several of its ability and engineering. Mr. Goddard is an active member of the American Society of Civil Engineers and also a member of several New York clubs. He is a native of New York, but he spent the last five years of his life in Lowell. He is now engaged in developing and carrying out the construction of The Sun building, which will be a landmark in the city as well as a monument to the engineering and building art. He is a very capable man.

THE SUB-CONTRACTORS

While the Howes Co. carried the responsibility of the entire construction, each of the various trades was carried out by the best of the city. The plumbers, who were entrusted with their respective branches, distinguished themselves in a notable manner. A system of heating plant which is the most efficient and best heating system in New England and one of the best in the world, is being installed by the Warren & Volmer system, which is the most perfect system of low pressure heating yet invented.

T. Costello & Co. did the plumbing work and it is their way of doing it better than any other that in the Sun building, making them the best of the city. The architect, who has yet been heard from, is able to point it out. The Sun building is one of the few office buildings in this country which uses no elevators in its toilet rooms as the system of plumbing has rendered it unnecessary to have any.

The drainage and ventilation system is the same as that which has been adopted and approved by the United States government and known as the vacuum ventilation system, the only

one of its kind in any building in this city. All the supply pipes and fittings and the entire plumbing jobs are of brass, no lead pipe being used. There is a double pipe service for the fire system, one going in through Merrimack street and the other from Tremont street, with automatic check valves which if the water was shut off on one service would close that particular main and leave the other in working condition so that it is difficult to conceive of a condition wherein the Sun building would not have water pressure for fire and other purposes.

The drainage system from the roof is novel and an entirely new pattern. The wash water is of a new design, dispensing directly with the rubber stopper and chains, the plan being worked by a pump and lever.

The heating system in the toilet rooms is entirely new and operates regardless of leaks, bulbs, or chimneys. The hot water system is of the latest pattern and constructed that hot water is obtained instantly on any floor, the heating being automatically regulated by thermometers in the hot water boiler in the basement.

Water & Co. did the painting and wood joining, and the work done on the Sun building, both interior and exterior, has never been surpassed in Lowell.

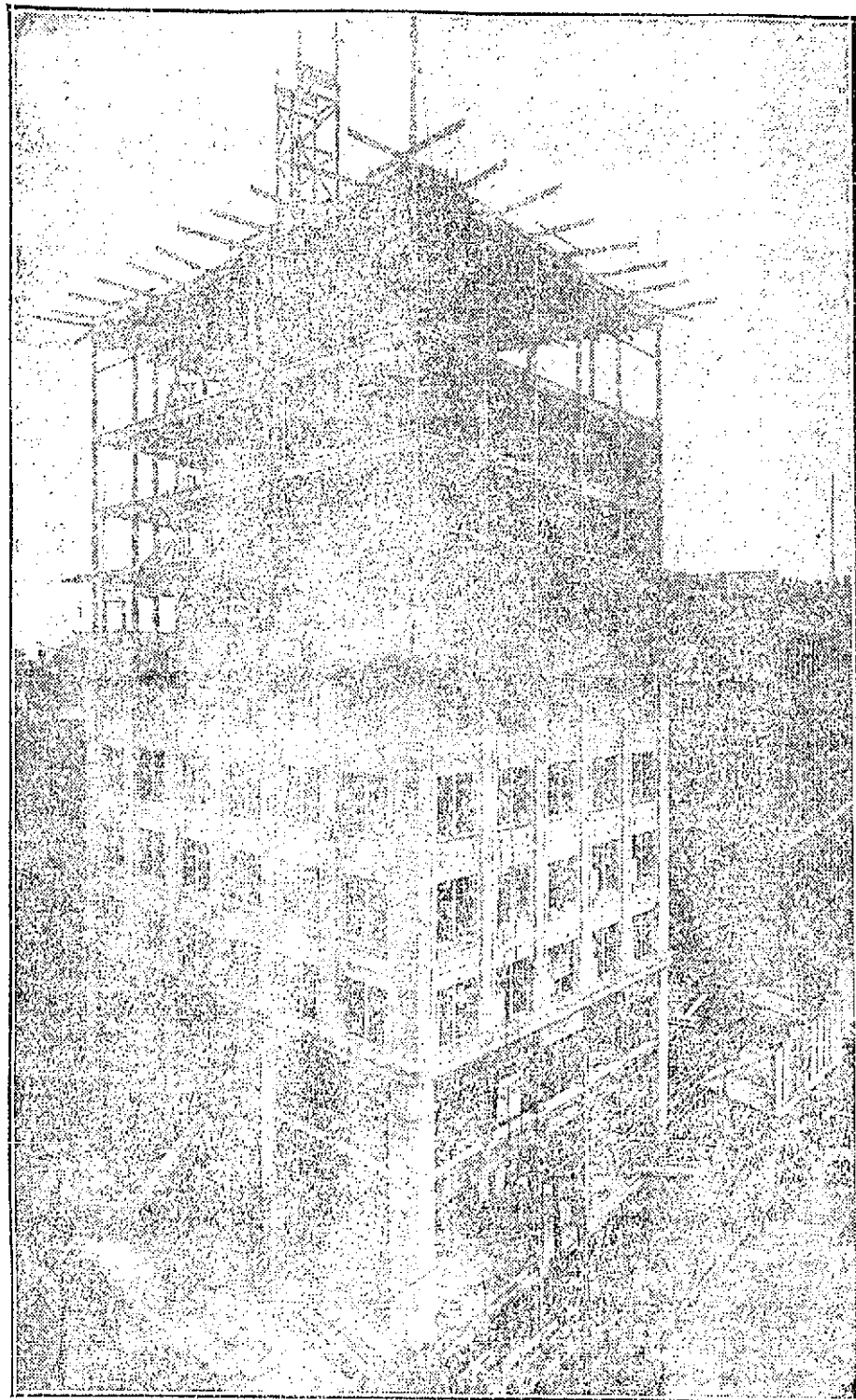
All the wood finish, including the doors, mouldings, casings, frames and panels, were made by the Derryfield Co. of Andover, N. H., and the architect and owner have agreed that the job is one that they may well be proud of. The office doors throughout are of the compound sound proof pattern. The oak is beautifully finished and has kept its position remarkably well considering changes in our New England climate.

Aside from the hardware furnished by the contractor, the most important equipment was furnished by Hamilton & Son of the city. This included the greater part of the office hardware, the matchless Corbin springs for the doors and other modern equipment throughout the building and in the newspaper plant. All the chain lifts and treadle hoists going with the lifting and transferring of paper rolls, etc., were furnished by this enterprising firm and have given the greatest satisfaction.

John A. Sullivan of the city furnished the beautiful race track which, after being visited and inspected by water, this track keeps itself clean and is a source of pride to everyone who notices the beautiful and perpetually clean appearance of the exterior of the building. Mr. Daniel T. Sullivan of this city is a partner in this concern and has a share in the track construction he furnished from his own yard all the Portland cement for the entire construction.

The passenger elevators, as mentioned above, were installed by the Otis Elevator Co. and they are models of speed, solidity and smooth running machines. Many visitors from different parts of the country have come to inspect them in operation as being the very latest and best electrical devices.

The Hamilton Co. built and installed the entire carrier and tube system and the plate drops, copy carriers, and automatic bulletins used in the newspaper plant. It was something of an innovation when Adams & Co. had the first building in this city of the concrete office building. This covering in the case of our special order and was cemented on the floor by men who know their business. It stays in place regardless of the onslaught of the washwoman and seems to defy the soft soap and cleaning powders and the water with which it is deluged. This firm has the secret that makes the floor stick to the floor until it has worn off. Adams &



THE SUN BUILDING IN PROCESS OF CONSTRUCTION AUG. 10, 1912
Showing the brick and masonry work more than half completed, four and a half months after breaking ground.

Co. also put in the beautiful shades which are fitted to the windows throughout the building.

The lettering for The Sun plant was done by Thomas J. Goyette and it was well done and is a credit to Mr. Goyette's skill. The lettering on the office doors was done mostly by the Kimball System, who are considered to be experts in their line.

One concern had a very important and ticklish contract in connection with the erection of the new Sun building which deserves special mention. The T. H. Hanson Co. had the contract for the moving of the old newspaper plant to the temporary quarters on Fair street and moving again to its new quarters. This contract also included the arduous task of putting the new sextuple press into the basement and all the old and new linotypes and stereotyping machinery into the tenth floor of the building. The Hanson Co. it was found was the only local concern that had the necessary equipment to handle heavy machinery at such a height. They have for a long time been a wizard by the name of "Old" Costello, who distinguished himself by carrying out this great task almost entirely at night without a single mishap. It was no easy matter to move a big newspaper plant by night and assist the mechanics in erecting it, and do it safely and with such speed and certainty that not a single edition of the paper was missed. Some day it may be deemed necessary to move the remaining nations to change the location of the Rock of Gibraltar or to move the Pyramids of Egypt to a more accessible location. If such a thing ever becomes necessary, we nominate the C. H. Hanson Co. for the contract provided "Old" Costello is on the job.

THE ARCHITECT

When the proprietor of The Sun decided to erect a new Sun building his first thought centered on the selection of an architect. Profiting by the experience of others who had made disastrous failures of the construction of buildings by having incompetent architects he was determined that he would have the best. In order to make sure of securing the best architectural talent obtainable he decided to consult with leading contractors, builders and owners of modern improved structures. His first interview was with a Boston organization which was heavily interested in many first class office buildings and apartment houses and had experience with the best architects in the country. Without any hesitation the head of the firm said: "If you want the best, retain Clarence H. Blackall, provided his engagements will permit him to take on the construction of your building."

His next interview was with one of the leading construction companies of New England and among the three architects recommended by this company Mr. Blackall's name stood foremost. Similar interviews were held with other owners, builders and managers and with hardly an exception the substance of their advice was: "If you can get Clarence H. Blackall to take charge of your building, let him by all means and rest assured he will save you many times the expense and give you an unique design."

After further inquiries and after looking over some of the beautiful structures which Mr. Blackall had designed it was evident to the proprietor of The Sun that Mr. Blackall was the man for him, and he immediately set out to secure his services. Fortunately Mr. Blackall's engagements at the time permitted him to accept the commission of designing The Sun building and the work of supervising, making

soundings, drillings and other preparatory steps was begun without much delay. Mr. Blackall always employs a force of about forty draughtsmen, designers and engineers. In a short time the preliminary sketches took on the shape of just such a building as was desired and the great task of making working drawings for the entire structure was begun. The result of Mr. Blackall's efforts is shown in the beautiful building in which The Sun is now located and anyone with the least capacity for judging architectural design and beauty will admit that the work of a master hand is visible in every part of The Sun building, within and without. It is a model of symmetry, convenience, strength and utility. There is not an inch of space wasted. Furthermore, there was no waste of time or material in its construction. It went along with a steady speed and certainty in its every part that indicated the direction of a master mind. Mr. Blackall not only opened the eyes of the people of Lowell but he astonished architects, builders and workmen who had all their lives been engaged with the construction of buildings as hitherto conducted in Lowell. There were no mistakes from beginning to end. Nothing had to be done a second time. All estimates came well within Mr. Blackall's calculations. The contractors and subcontractors completed their work on time and to the satisfaction of the owner and the architect. From beginning to end the work of construction was carried simultaneously along various lines with the precision of clockwork. The supervision was effective and the tests of materials for strength and quality were carried on in a way that satisfied the owner that he had made no mistake in the selection of his architect.

Mr. Blackall's eminence in his profession is evidenced by all the building experts in the country. His services are in demand where the best buildings are contemplated or under construction. As consulting architect for municipalities and art societies he seems to stand at the head of his profession in this country. His presence is sought at all gatherings of scientific bodies where questions concerning the erection and operation of public buildings are under discussion. How he finds time to meet all these demands is a wonder. He is a man of command, making a pleasing presence and universally popular with all who know him.

Mr. Blackall's life record thus far is a remarkable one. He was born in New York city, February 2, 1857, but passed his boyhood days in the city of Chicago, Ill., where he graduated from the University of Illinois in 1877 with the degree of S. B. In 1881 he received the degree of A. M. in architecture, having previously studied the art at the Ecole des Beaux Arts, Paris, from 1878 to 1880. His first practical experience was with Peabody & Stearns, architects, with whom he was associated from 1880 to 1883 with the exception of a period of two years when as first holder of the Traveling Scholarship, he studied architecture abroad, visiting nearly all capitals and art centers of Europe.

He started independent practice in 1883, when he designed the first steel frame building erected in the city of Lowell, known as the Western building. This he completed in 1891. The beautiful Tremont Temple, which is an inspiration to all who have ever been within its walls, is one of Mr. Blackall's masterpieces. The beautiful Temple Israel erected in Boston is a sample of his cathedral designing. The Colonial theatre and the Colonial office building in Boston were also designed and erected by Mr. Blackall, and the work of supervising, making

The Plumbing System in The Sun Building Was Installed By

T. COSTELLO & COMPANY

Fifty Years In
Business

212 CENTRAL STREET, LOWELL, MASS.

Fifty Years In
Business

Among the public and private buildings plumbed by this firm are the following:

Boston Union Station
Lynn Union Station
Park Street Station
Wedgemore Station
West End Car House
Wintertown Car House
Lowell Union Station
Lowell Library
Chelmsford Library
Lowell Armory
Station Shoe Factory
Shaw Knitting Hosiery
Trenon & Suffolk
Scott Building
Y. M. C. A. Building
Hove Building
Franklin Building
York Club
L'Assomadeur Catholique
J. C. Ayer Laboratory
Revere Beach Sanitary
St. John's Hospital
Manchester Union Station
Manchester-by-the-Sea Station
Concord, Mass., Station
College Hill Union Station
Haverhill Car House
Lowell Power Station
Manchester, N. H., Station

Manchester Library
Lowney Chocolate Factory
First Corps Cadet, Armory, Boston
Mawhinney Shoe Factory
Bigelow Carpet Co.
Masonic Temple
Swan Building
Turns Buildings
Masonic Building
First National Bank Building
Lowell Opera House
St. Patrick's Working Girls Home
Nantasket Beach Bath House
Hotel Canterbury, Boston
Lowell Corporation Hospital
Massachusetts Consumptive Hospital, Rutland
Anna Jacques Hospital, Newburyport
St. Peter's Church
St. Michael's Church
Stonham High School
Phillips Academy, Andover
State Normal School, Lowell
Bartlett School, Lowell
Green School, Lowell
Lowell Textile School
Tyler Street School, Boston
Malden High School (Largest in New England)
Richardson Hotel
Mansion House, Andover
Major Stott, Residence

Agent Peab, Residence
E. S. Hylan, Residence
A. Cunneen, Residence
C. P. Palmer, Residence
Dr. Irish, Residence
Ellen Ayer Wood, Residence, Woburn
Richardson Estate, Newport
Mrs. Clark, Residence, Williamstown
Mrs. A. E. Hayden, Residence
E. H. Staples, Residence, Tilton, N. H.
A. J. Abbott, Residence, Westford, Mass.
Frank Hill, Residence, Andover, Mass.
St. John Baptist Church
Dick Bay Riding School
South Boston High School
State Normal Art School, Boston
New Moody School, Lowell
Vernum School, Lowell
Immaculate Conception Convent
Faneuil Street School
Quincy House, Boston
Assault Hotel, Maynard
Hudson Residence
Northam Residence
Col. Walsh, Residence
C. J. Gilman, Residence
V. I. Cunneen, Residence
O. H. Perry, Residence
Vanderbilt Residence, Newport, R. I.
Fidymon House, White Mountains
F. Colony, Residence, Wilton, N. H.

Peter Smith, Residence, Andover, Mass.
Prof. Bancroft, Residence, Andover, Mass.
Prof. McCurdy, Residence, Andover, Mass.
Prof. Cornstock, Residence, Andover, Mass.
Prof. Taylor, Residence, Andover, Mass.
Eaton Residence, Andover, Mass.
Churchill Residence, Andover, Mass.
Miss Buyers, Residence, Andover, Mass.
J. A. Cole Residence, Andover, Mass.
White Residence, Andover, Mass.
Odlin Residence, Andover, Mass.
Gen. Butler, Residence, Lowell, Mass.
E. A. Rowe, Residence, Lowell, Mass.
Also a few of the most recent plumbing systems obtained and installed under the direct supervision of Mr. Thomas F. Costello, of the firm of T. Costello & Co.
South Boston High School
Back Bay Riding School
Lowell Sun Building
Gov. Foss Building, East Boston
Maine Central Kline House, Moosehead Lake, Kineo, Maine
Two Large Office Buildings, Boston
Saugus High School, East Saugus, Mass.

J. A. Torr, Residence, Andover, Mass.
Lancaster High School
Cambridge Theatre
Father Donnelly's Church, Dorchester, Mass.
Jamaica Athletic Association, Jamaica Plain
Tyler Street School, Boston
Malden High School (Largest in New England)
D. J. Page Building
St. Mary's Parochial School, Melrose, Mass.
Bigelow Carpet Co., new addition to mills.
Clinton Carpet Co., new addition, Clinton, Mass.
Ennall Street School, Lowell, Mass.
Mawhinney Shoe Factory, Lowell, Mass.
Lowell General Hospital
Walpole High School
Addition Joshua Holden's Residence, Billerica, Mass.
Lowell Electric Light Station
Rev. Fr. Rosa's Residence
Thomas H. Murphy, Residence
J. C. Ayer Laboratory
Carpenter Memorial Library Building, Manchester, N. H. (One-quarter million dollar library building, now under construction.)

PLANS AND ESTIMATES FURNISHED AT SHORT NOTICE

The Freedom of the Press Should Never Be Abused

which stand to his credit in Boston are United States Trust Co. building, the Marshall building, Demmon building and Wesleyan building.

Mr. Blackall has made quite a specialty of theatres and among the pro-

advisory architect for the Boston Elevated Railway Co.

The number of beautiful residences, churches, banks, schools and commercial buildings in New England and elsewhere with which Mr. Blackall has

member and one of the founders and first secretary of the New York Architectural league and is also a director of the Boston Art club. He was for a

fellow of the American Institute of Architects. He is a valued and leading member of the National Fire Protection association of America and

members is Clarence H. Blackall. The great French society of Beaux Arts Architects also includes him in its membership and there is hardly a sel-

popular with all the clubs of which he is a member, among which may be mentioned the Boston City club, Economic club of Boston, the Cambridge club, the Salem club, Century club of New York, National Arts club of New

and management, together with a treatise on hotel designing and planning. His works on the development of colonial architecture have made him one of the standard authorities on these subjects. He is the author of



CLARENCE HOWARD BLACKALL
Architect of The Sun Building



THE OLD SUN BUILDING



STEEPLE JACK PAINTING FLAGSTAFF OF SUN BUILDING

ducts of his genius in this line may be mentioned the Bowdoin Square, Plymouth, National, Gaiety, Casino, Olympia, the new Seelby Square, Olympia, the Cort and Wilbur theatres, besides many others throughout the country. In public buildings he has distinguished himself by the completion of the beautiful registry of deeds and probate court house at Salem, the Salem public library, Salem Branch library, and numerous others. Most of the modern theatres erected in New York city, Boston and Chicago bear the impress of Mr. Blackall's genius. He was the associate architect of the Coppley-Plaza hotel recently completed in Boston and has been for some time

been connected as principal or associate architect are too numerous to mention. He has specialized particularly in office buildings, hotels and theatres. He is an acknowledged authority on reinforced concrete construction and the perfection of the building codes of Boston, Cambridge, Milton, Baltimore, Pittsburgh, New York, Cleveland and many other cities are due to his advisory services and direct authorship.

He was one of the founders of the Boston Architectural club; also one of the founders and secretary of the Cambridge Municipal Art society. He is now president of the Massachusetts Fire Prevention association. He is a

long time secretary of the Boston Society of Architects and is now a trustee and secretary of the Rotch Traveling scholarship. He is chairman of the Board of Appeal of the city of Cambridge, member of the Building Law commission of the city of Boston and also of the Fire Hazard commission of the city of Boston. He is a member of the Building Law commission of the city of Cambridge and a

of the British Fire Protection association of England. His name is also on the roll of membership of our great National Geographic society and the Society for the Preservation of New England Antiquities as well as the National Conservation society. Everyone knows of The American Association for the Advancement of Science as one of the greatest scientific organizations in the world and among its

scientific gathering of any importance in this country or Europe where Mr. Blackall's presence or his contributions are not in evidence.

He is a public spirited citizen who gives liberally of his time and means to all matters of civic progress and he takes great interest in the work of the Boston chamber of commerce, of which he is an influential member. He is also something of a club man being

York and the New York City club. Mr. Blackall has found time to do considerable literary work along the lines in which his knowledge and research have qualified him to speak with authority. He is the author of a standard work on "Builders' Hardware," published in 1890. From 1898 to 1910 he was editorial writer and contributor to the "Brickbuilder" of Boston. He is the author of an extended series of articles on fireproof construction, fire protection, theatre construction, acoustics, heating and ventilation, office building construction

articles on Spanish, Belgian and French architecture published by the Scribners in their Cyclopaedia of Architecture and he is also a valued contributor to the Dictionary of Architecture and Building, published by the MacMillan company.

From the above, which is by no means a complete story of Mr. Blackall's achievements and which only in a small way indicates his eminence in the profession, it may be seen that when the proprietor of The Sun building set out to get an architect he certainly got the best.

THE SUN BUILDING

THE BEST PAINTED BUILDING IN THE CITY
WAS PAINTED INSIDE AND OUTSIDE BY

DWYER & CO. PAINTING CONTRACTORS

170-176 APPLETON STREET, LOWELL, MASS.

We Can Do the Same Kind of Work for You if You Want It.

ADVICE AND ESTIMATES CHEERFULLY GIVEN

THE FOLLOWING IS A LIST OF A FEW OF THE BUILDINGS PAINTED BY US:

SUN BUILDING
COVER BUILDING
BRADLEY BUILDING
PUMPING STATION
COMFORT STATION
MASS. BOILER HOUSE
MASS. GENERATOR HOUSE
MASS. FIVE STORY MILL
BIGELOW DYE HOUSE
NEW HAMILTON MILL

PAGE BUILDING
SACRED HEART SCHOOL
IMMACULATE CONCEPTION
SAINT PETER'S SCHOOL
SAINT PETER'S ORPHAN ASYLUM
TOWNE MEMORIAL LIBRARY, AMHERST,
N. H.
BROWNSON LITERARY ASSOCIATION
SAINT JOHN'S HOSPITAL
LOWELL GENERAL HOSPITAL

POST OFFICE
COURT HOUSE
CHAPEL AT TEWKSBURY NOVITIATE
CHAPEL IN SAINT JOHN'S HOSPITAL
CITY INSTITUTION FOR SAVINGS
WASHINGTON SAVINGS BANK
GREEK CHURCH
CALVARY BAPTIST
SAINT MARY'S CHURCH, EAST BOSTON
HOLY TRINITY

SAINT ANDREW'S, BIDEFORD, ME.
IMMACULATE CONCEPTION
SACRED HEART
SAINT PAUL'S
SECOND CONGREGATIONAL, CHELMSFORD,
MASS.
LITHUANIAN
Some of the best dwelling houses in the city of
Lowell.

LIGHTNING SEXTUPLE PRESS

BUILT FOR THE LOWELL SUN BY R. HOE & CO., OF NEW YORK AND LONDON

The march of progress in the mechanical world is nowhere better illustrated than in the rapid and wonderful evolution of the web-perfecting press. It is less than 12 years since The Sun installed a 24-page, three-deck press, which at that time was the very latest product of the genius and mechanical skill of the greatest press builders in the world. In fact it was the first press to come into New England without tapes and the number of improvements on the press at that time compared with its predecessor led many to declare that the printing press had at last reached the limit of its development. But the brain of the inventor is never idle. The demand is for more and more speed, greater conveniences, greater capacity and the mammoth sextuple, industrial, web-perfecting press, illustrated on this page, meets all these requirements and is as far ahead of The Sun press of 1902 as that was ahead of its predecessor of 29 years previous.

A most remarkable feature of this press is, that while it produces double the number of pages at three times the speed of the old press, it occupies but one-quarter more space than the machine it supplanted. Furthermore, it is an easier press to operate than the old machine and it takes proportionately less power to run it for a given product. It is unquestionably the finest printing machine that ever came into Lowell, its nearest competitor having less than one-half its capacity, and nowhere in New England north of Boston is there anything to compare with it.

As will be seen by the table in another column, the capacity of the machine runs all the way from four-page up to 48-page papers at a speed, depending upon the number of pages, from 12,000 to 72,000 an hour. It seems

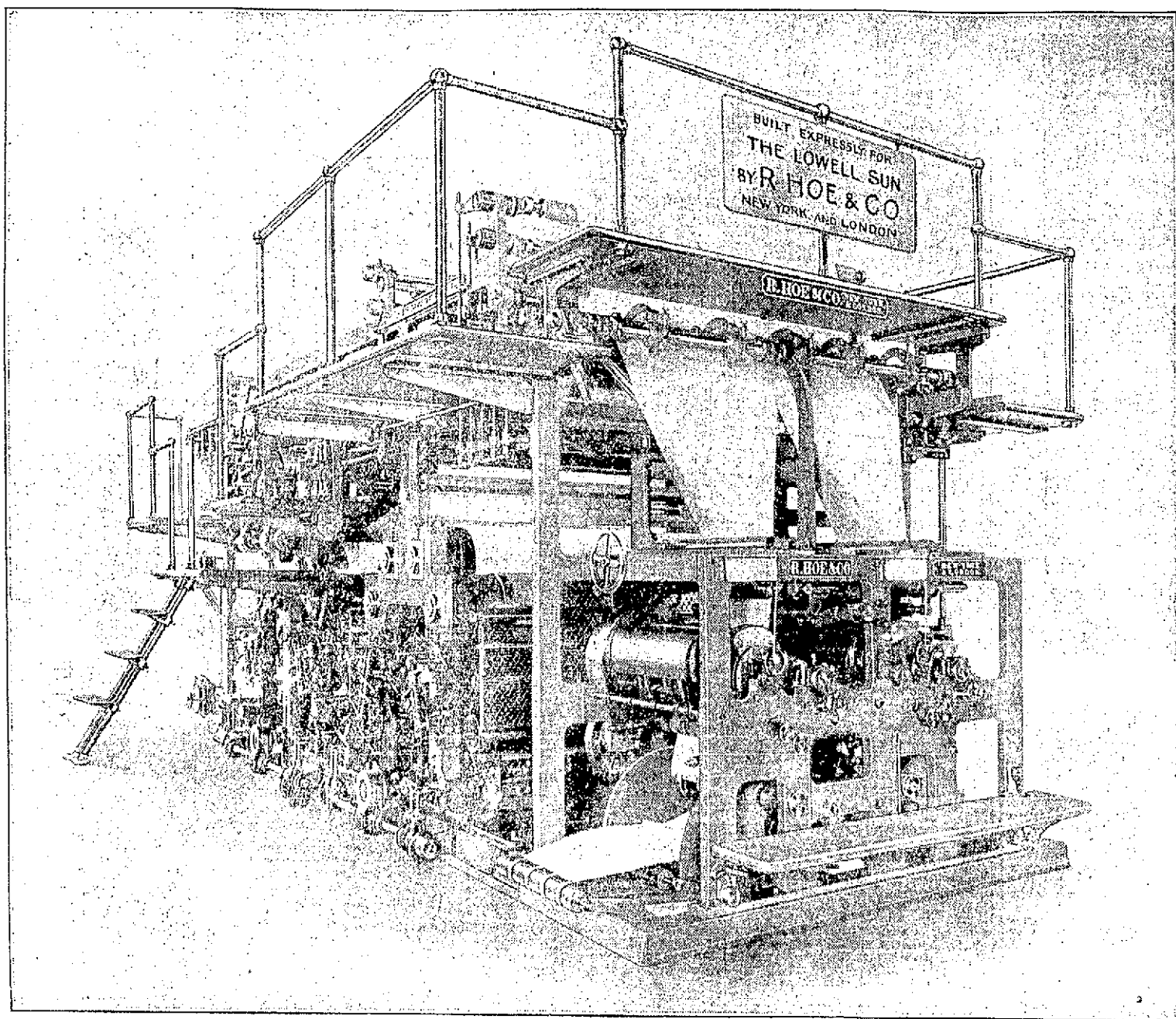
ALMOST INCREDIBLE

that any machine will print papers at such a speed but the new Sun press will do all of this and more. During a special trial run after the press was erected the machine ran for quite a period at the rate of 72,000 12-page papers an hour, which is about 21 complete 12-page papers a second. It is almost beyond the comprehension of the human mind to think that a machine will take paper from the rolls, print it on both sides, cut it into pages, inset them, fold them and pile these 12-page papers up in bundles of fifty each at the rate of from 20 to 22 papers a second.

A great advantage which this machine possesses and which will be appreciated by those who have a technical knowledge of the printing business is, that it will turn out the papers in almost any conceivable combination of pages. For instance, if it is more convenient for the pressman on account of the size of his paper rolls to print the papers in one form or another he can make the change necessary in a very few minutes, that will produce any number of pages in sections as required. A twelve-page paper can be delivered either in two sixes or with a four laid on top of an eight making two sections, or the twelve-page paper can be delivered in book form, with the pages all inset. A fourteen-page paper can be delivered on this machine in book form or with a section of six pages laid on a section of eight or vice versa, or it will deliver a four-page paper folded inside of a ten. A sixteen-page paper can be delivered either in book form, in two eights, in a ten and a six, or in a twelve and four-page section. The eighteen-page papers are delivered either in book form or with an eight-page section folded inside of a ten or vice versa. The twenty-page papers can be delivered in two tens, or twelve and eight-page sections or all in one solid paper of twenty pages, and so on all the way up to forty-eight page papers. They can be delivered practically as the pressman desires and the different sections can be packed together or each section packed separately and folded together or one section can be printed in colors and the other in black. The color conveniences of the press are almost phenomenal. If the occasion should require it every other page could have a different color. The outside pages of every section in a multiple paper can have one color and the inside sections another. Any of the pages can be printed in colors as required or a small paper can be printed in even more colors if it is thought desirable. The press is in three

DISTINCT SECTIONS,

each section being capable of running independent of the other and printing as many as sixteen pages at a speed sufficient to meet the requirements in case any accident should happen to the remaining sections of the press. A large edition can be run on the full press, then a supplementary edition can be run with any one or two sections, and the mechanical change can be made in less than two minutes. The press is absolutely free from tapes or



CAPACITY OF THE PRESS

72,000—4, 6, 8, 10 or 12 page papers per hour, sheets all inset.

54,000—16 page papers per hour, one-third with two collected sections and two-thirds with sheets inset.

36,000—14, 16, 18, 20, 22 or 24 page papers per hour, sheets all inset.

36,000—18, 20, 22 or 24 page papers per hour in two collected sections with variable number of pages in either section.

36,000—16, 20 or 24 page papers per hour in two uniform sections.

18,000 28, 32, 36, 40, 44 or 48 page papers per hour in two to four collected sections.

CONTROL—Complete Kohler system of 12 stations with push buttons for starting, stopping, accelerating from threading speed to maximum speed of the press, built by the Cutler-Hammer Co., of New York.

MOTIVE POWER—One 75-horse-power, three phase induction motor, 550 volts, alternating current.

One 46-horse-power, direct current, auxiliary compound motor, 500 volts.

One 5-horse-power slow-motion induction motor, 550 volts, three phase alternating current.

WEIGHT—Of press with auxiliary machinery, 125 tons.

any device that would cause the sheets to smut.

The latest invention for locking the plates with a single movement is applied to the cylinders, which is quite a time saver when even seconds are valuable. The arrangement for inking and distributing the color has twice the capacity of the former press, the distribution being such that the finest half tones and the heaviest type can be printed on the largest editions without any variation. The papers are delivered in bundles of 50 or 25 as desired and the total count registered. They are sent out from one or both folders as convenience and the size of the edition requires. The cylinders are "staggered," so that there is no pounding or jar from the impression cylinders when running and the press can be stopped so that one-half the plates for the entire edition can be put on without moving the cylinders and the remaining plates may all be put on by a single half turn which is brought about by pressing a button. All the inking rollers can be lifted clear of the plates and cylinders by stopping at a certain point. This avoids flattening of the rollers.

A marvelous invention that makes for convenience and safety is the safety lock buttons which any of the men working on the press can press at the point nearest to where he is located. This prevents the operation of the press until he releases the button. To make this clearer, we will suppose that it is necessary for a workman to go between the cylinders or to go under ground where the press is driven and where the danger is greatest. Until this patent was put upon the market the workman was in danger unless someone watched at the controlling point so that the press could not be started while he was in any position where he could receive injury if the press started. This is no longer necessary. Before entering he presses the safety button nearest to him, there being sixteen in all on the press, and he may then

ENTER WITH SAFETY

and it is impossible to start the press from any part or throw in any of the other push buttons until he comes out of his dangerous position and releases the particular button which he locked for his own safety. Although a very small device this special equipment is quite expensive, but the proprietor of The Sun having in mind the safety of the workmen, insisted upon equipping his machine with this modern improvement and all pressmen who have seen it are loud in their praise of the perfection and utility of this humane invention. No one has yet been injured on any printing press where this safety locking system has been installed.

All the gears on the press are machine cut of the epicycloidal pattern so that they roll smoothly without any jar, vibration or backlash. All bearings are lined with phosphor bronze; all the shafts are of forged steel driven into the cylinders by hydraulic pressure. All of the fine working parts subject to excessive wear are of tool steel and gun metal. The machine is the best in every particular that the great firm of R. Hoe & Co. know how to build and they have been acknowledged for generations to be the greatest press builders in the world. A machine of nearly the same capacity, of other makes might be installed with a saving of many thousand dollars but the proprietor of The Sun always believes in getting the best, and as everyone who uses fine machinery knows, the best is the cheapest in the end.

While the press is the great big unit in a newspaper plant there are many other machines of wonderful construction necessary in the production of the modern newspaper. To begin with, the linotype machine, which is unquestionably one of the great inventions of the century, has been progressing like all other machinery, and the linotypes in use in The Sun today are entirely different from those with which it started when we went from hand to machine composition. The latest machines installed are of the triple magazine pattern by which six different faces of type are cast by the operator without leaving his seat. These are the only machines of the kind in Lowell and the wonderful product of these machines is seen in the

FINE APPEARANCE

of The Sun. Advertising matter, which was formerly set by hand, is now done almost entirely on the linotype machines, and the devices for producing effects which in some instances surpass the best hand work, are truly marvelous. The equipment and capacity of The Sun composing room is the best in this city and is exceeded only by the large metropolitan equipments.

Two of the latest pattern proof presses are used in both the news and advertising departments and the aerial system of sending proofs to the proof

I AM THE PRINTING PRESS

BY ROBERT H. DAVIS

I am the printing press, born of the mother earth. My heart is of steel, my limbs are of iron, and my fingers are of brass.

I sing the songs of the world, the oratorios of history, the symphonies of all time.

I am the voice of today, the herald of tomorrow. I weave into the warp of the past the woof of the future. I tell the stories of peace and war alike.

I make the human heart beat with passion or tenderness. I stir the pulse of nations, and make brave men do braver deeds, and soldiers die.

I inspire the midnight toiler, weary at his loom, to lift his head again and gaze, with fearlessness, into the vast beyond, seeking the consolation of a hope eternal.

When I speak, a myriad people listen to my voice. The Anglo-Saxon, the Celt, the Hun, the Slav, the Hindu, all comprehend me.

I am the fireless clarion of the news. I cry your joys and sorrows every hour. I fill the dullard's mind with thoughts uplifting. I am light, knowledge, and power. I epitomize the conquests of mind over matter.

I am the record of all things mankind has achieved. My offspring comes to you in the candle's glow, amid the dim lamps of poverty, the splendor of riches; at sunrise, at high noon, and in the waning evening.

I am the laughter and tears of the world, and I shall never die until all things return to the immutable dust.

I am the printing press.

Lose the Freedom of the Press and all Free Institutions will Perish

room and back is most ingenious and convenient. The makeup department, where the type is put into the pages, is most complete. All the apparatus is new and the benches, tables, racks, etc., were made expressly for The Sun from designs drawn in detail by the proprietor of the paper.

The stereotype department is a veritable speed house. The way the men in that part of the plant will grab the form, run it through the matrix roller and under the steam table, dry out the matrix, scorch it and cast the curved plates for the press is enough to make one's hair stand on end. All this they do while hardly moving out of their tracks so conveniently are all the machines arranged for the operation. The complete equipment for making cuts, mounting engravings, making advertising stereotypes, etc., is installed in one end of the stereotype room and these finished plates are passed through a slide to the compositors on the other side of the partition, who have hardly to move from their type cases to receive the new cuts or to have alterations or adjustments made by the stereotypers.

Visitors are welcome at any time to see this process of getting out a daily newspaper and every courtesy will be extended to them consistent with the high pressure work necessary in getting out an afternoon edition. It will be more convenient, however, for all concerned if visitors come during the forenoon.

It has often been asked, "Is all this high speed machinery necessary in a city the size of Lowell?" This is a pertinent question and this is a good place to answer it. In the first place the people of Lowell are in just as great a hurry and just as impatient to get the news as are the people in Newspaper Row in New York. They are the same American people who want the best and they want it right away. The only way to give it to them is to provide the machinery that will produce it with sufficient celerity. It has often been asked why does an afternoon paper require more speed than a morning paper. The answer is very simple. The readers of the morning paper

ARE IN BED

while it is being produced. The readers of the afternoon papers are on the street wide awake and screaming for the news. A matter of ten or fifteen minutes, except in the case of catching trains, is of little importance in the

morning but a ten minute delay in an afternoon paper that is worthy of the name, is enough to put the edition out of existence. Indeed an edition that is fifteen minutes late in some cases might as well be abandoned. Furthermore, the time for delivering an afternoon paper is very limited. Unless the reader gets his paper now in the early evening he is much dissatisfied. When the mills and workshops ran until six o'clock it was much easier to get

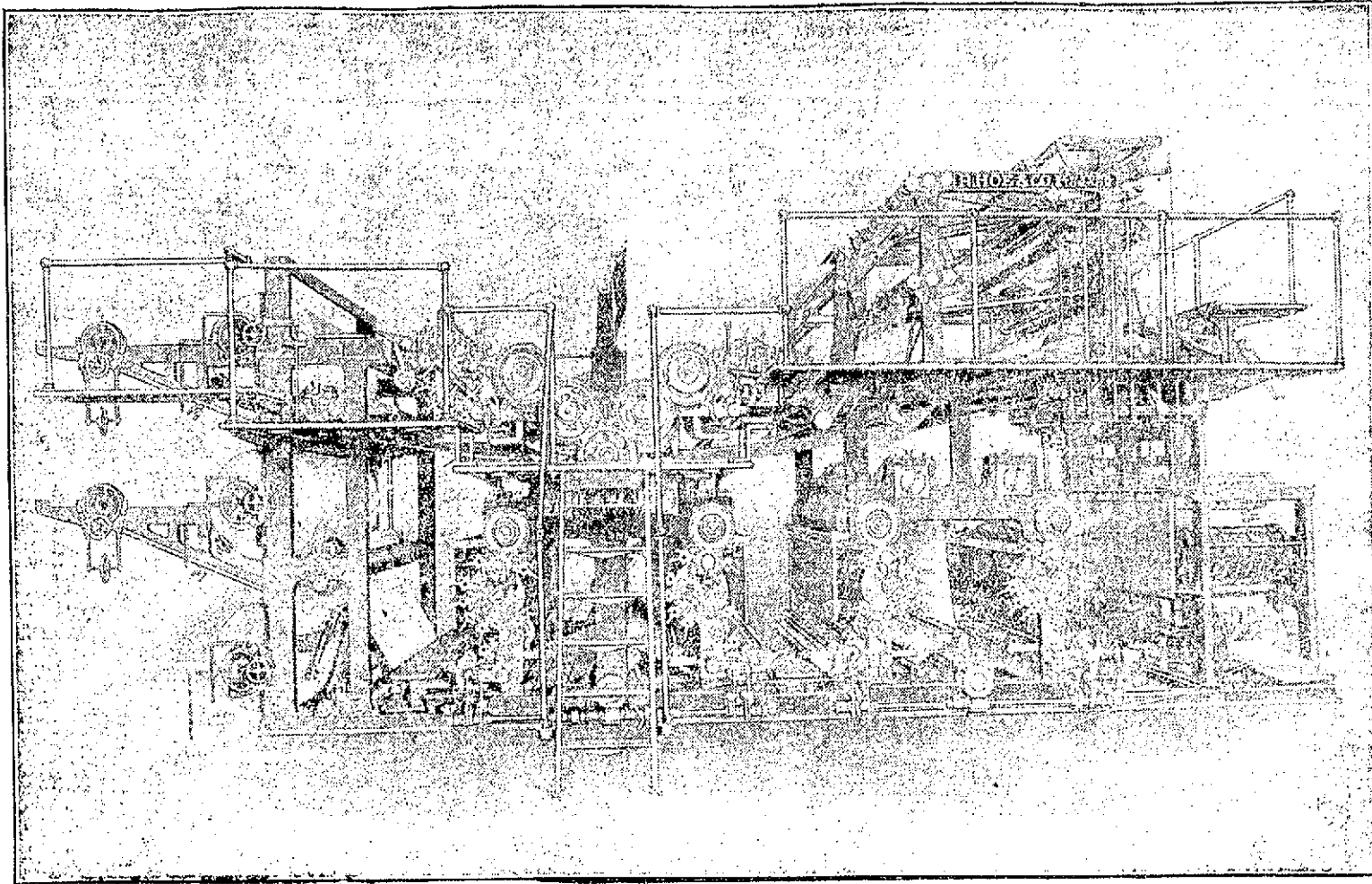
out an edition and deliver it for the evening readers, but now under the 8-hour system shops close at anywhere from 4.30 to 5 o'clock and even the mills are closed and the operatives at home nearly an hour earlier than formerly. They must have their paper when they reach their homes or on their way thereto, otherwise their wants are not provided for.

It may seem ridiculous to the reader, but it is a fact, nevertheless, that the

publishers of afternoon papers are more perplexed over the delivery of the papers than they are over the printing of them. It is possible to put a paper to press and print anywhere from twenty to thirty thousand copies inside of an hour with almost any number of pages, but it is almost impossible to deliver these papers in double that time. The Sun uses every method available with a view to speed regardless of expense, and we are constantly

devising ways and means to get the papers distributed through every avenue in the shortest possible time. Some day underground tube systems may be devised for sending papers to various terminal stations but until something of the sort is provided the great problem of distributing papers, particularly in the afternoon, will be the bugbear of newspaper publishers. The public wants the very latest

news, therefore we are obliged to wait until the last minute on each edition to get in the latest local or telegraph stories in order that the reader of that particular edition may have it, but even then we are often forced for the want of time to leave matter out of one edition holding it for the next in order that the paper may reach our readers on time. One who is down town the latter part of the afternoon



SIDE VIEW OF THE NEW LIGHTNING SEXTUPLE PRESS
Showing the Paper Rolls and the Travel of the Webs

Is always sure of getting a RED HOT PAPER

right off the press but in the suburbs the difficulty is an ever increasing one of getting the latest news to the reader in time to suit his requirements.

The larger the edition the longer it takes to distribute it. We use the trolley cars to great advantage. Carriers, agencies, delivery wagons, automobiles and every known method of circulating papers have been called into requisition and even with these resources we are sometimes disappointed in delivering as far and as early as we would wish. We are praying for the time when the reader within a radius of ten miles can have his paper within thirty minutes after it is printed. This is the next great problem for the inventor and transportation expert and when it is solved the first to take advantage of any device for rapid distribution will be the publisher of Lowell's Greatest Newspaper.

THE NEWSPAPER AS AN INSTITUTION

Very few people realize the value and importance of a good newspaper to a city and its people. The chief functions of a newspaper are threefold. First to furnish the news both local and telegraphic at the earliest possible moment and in clear, readable form; second, to serve as a medium of publicity for advertisers who want to reach the public; and third, to offer leadership and advice to the people in every important movement through the editorial columns.

It is plain that the larger the circulation of a newspaper, the more valuable it becomes as an advertising medium. This fact has become so patent to publishers and to business men generally that in recent years advertising rates have been regulated by circulation. Formerly a great many people were imposed upon by false claims as to circulation. Lowell business men had their experience in this respect, but The Sun always invited the fullest investigation as to its circulation and of late years it has so arranged its press that an expert watching the "run" from the sidewalk and knowing the rate of speed could tell how many thousand papers are printed. Moreover, visitors are always welcome to any of the departments.

As an advertising medium The Sun is unsurpassed by any paper in the

C. H. Hanson & Co. INCORPORATED

HORSES, CARRIAGES AND HARNESS



A Thursday Sale at Hanson's, Rock Street

OUR AUCTION SALES

Are held every Thursday in the year (except holidays). They are good for both buyer and seller. If you need a horse, harness or wagon you can get it at Hanson's Thursday sale. If you have anything to sell you can sell it at HANSON'S THURSDAY SALE AND GET YOUR MONEY THE SAME DAY.

We Do Freight Forwarding, Rigging and Teaming

WE MOVED THE SUN—We Worked All Night to Do it.

Night or Day, We are Ready to Work for You.

CARRIAGE and WAGON REPAIR WORK

A little better than other shops, that's the Hanson Work.

TAKE YOUR MOVER WAGONS TO HANSON'S—We have all the parts ready all the time. When we paint them, they look as good as new.

The Lamson Company

161 DEVONSHIRE ST., BOSTON

Works at Lowell, Mass.

All the copy carrying tubes, electrotype lifts, aerial proof carriers and stereotype plate drops used in The Sun Office were built and installed by this company. We also constructed and installed the street bulletin system in use by The Sun.

We are prepared to furnish drawings and estimates for similar newspaper installations at short notice.

Rapid equipment for carrying papers, plates, copy, bulletins, proofs, etc., from one part of the building to another is our specialty. Tell us your needs and we will submit plans and give expert advice on the best means of meeting your requirements.

ADDRESS ALL COMMUNICATIONS TO

The Lamson Company

161 DEVONSHIRE STREET,

BOSTON, MASS.

A Yellow Newspaper is a Nuisance and a Public Menace

state, outside of metropolitan Boston.

As a newspaper, The Sun is unsurpassed by any metropolitan paper in the rapidity with which it gets the news into print and delivered to the people. The residents of Lowell have learned to rely absolutely upon The Sun giving them all the news, when

yellow journal, but on the contrary, it has condemned the "yellows" and their methods as one of the most pernicious prostitutions of the press that has ever appeared in this country.

While there is a considerable portion of the reading public ready to buy sensational papers in preference to all

papers, yet some people foolishly supposed that the Boston papers had more or later war news than did The Sun. Those who labored under this delusion and bought Boston afternoon papers in Lowell usually received papers printed either early in the morning or late in the forenoon while The Sun was

tails of a crime that serve only to horrify the readers or to arouse the weak minded to do something similar. That the efforts and the policy of The Sun met very general approval throughout the city of Lowell from its start as a daily, has been fully demonstrated by the manner in which its

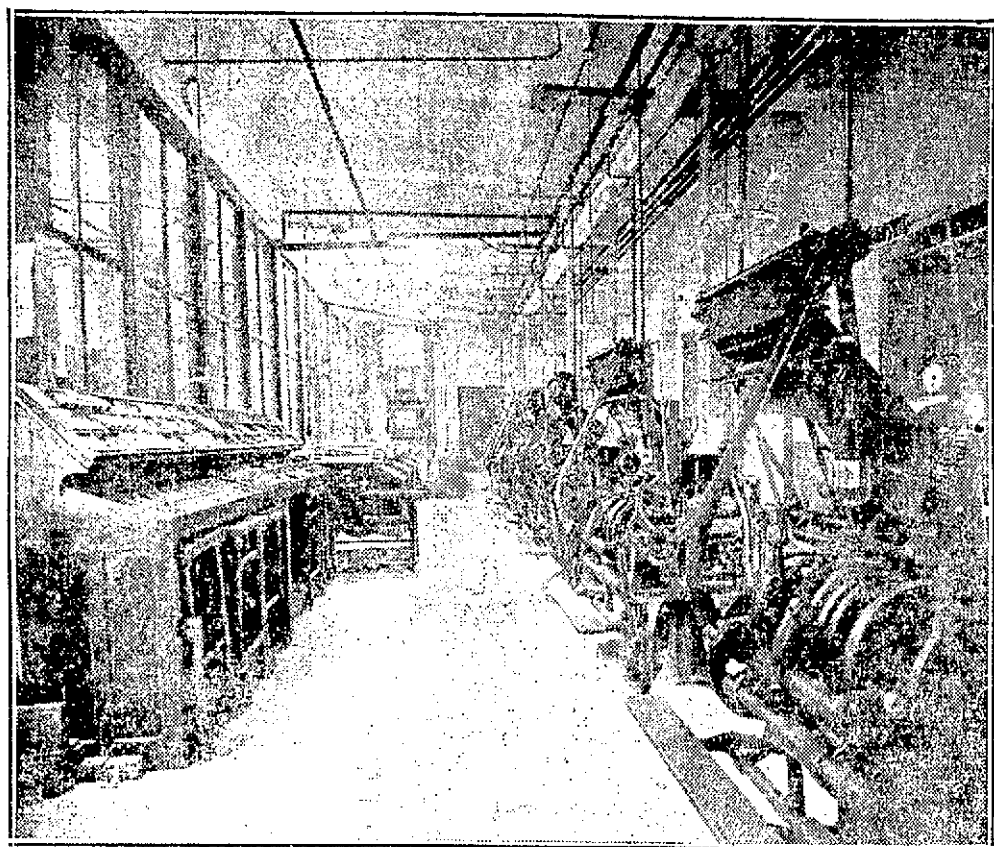
the afternoon Courier, which united to cover the morning field in which the Courier-Citizen has found well earned success.

The people of Lowell, including the advertisers, are very much better served by their present local papers than when there were four times as

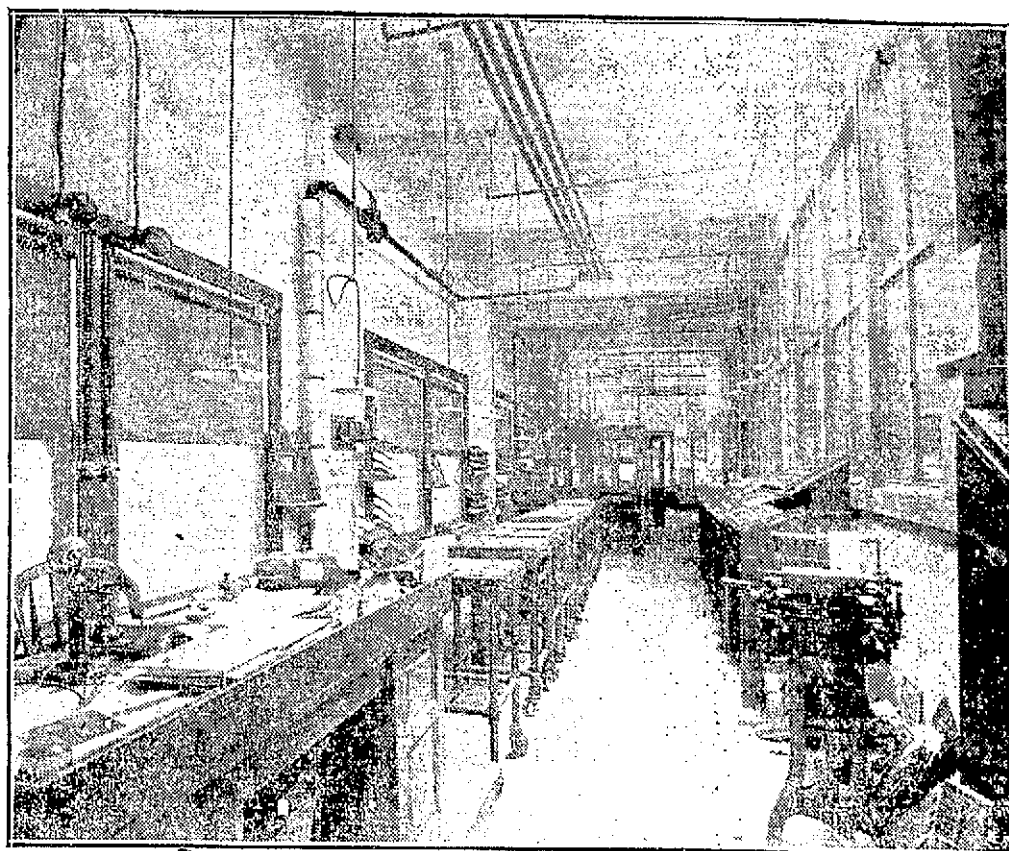
John H. Harrington, its proprietor, Mr. Harrington is a pusher. He believes that a newspaper should reflect the character of the enterprise of the one man who runs it, and that a newspaper cannot be made a great success unless it is run by one man. His paper is an exemplification of the correctness

news, and its loyalty to the people at all times, standing for their rights and for what it felt and knew to be their best interests whether in politics, in business, or in legislation.

Another reason why The Sun succeeds is, that it is owned, guided and directed by one man, whose decision is



VIEW OF THE SUN COMPOSING ROOM



VIEW OF THE "MAKE-UP," SUN COMPOSING ROOM

It is news, not when it is ancient history. The news may be divided into local and telegraphic. Under both heads The Sun shows a wise discrimination as to the limits of decency in the matter presented and in reliability of statement. It has never published fake stories simply to attract attention; it has never wallowed in the salacious for the sake of increased sales, and never adopted the methods of the

others. The Sun has never catered to this element, and the fact is apparently appreciated by the rest of the community which we rejoice to say is greatly in the majority. The Associated Press service of The Sun is the same as supplied to the Boston papers and is in all cases strictly reliable. The war news during the Balkan struggle was published in The Sun quite as early as in any of the Boston

on the street with news dispatches at least four hours later than those published in the Boston papers, offered here for sale at the same hour. Some people are thus fooled because they do not know the advantages possessed by a live local paper for giving the news up to the minute of going to press. The Sun has never made a practice of trying to increase its circulation by publishing scandals or nauseating de-

many rivals dropped out of existence one after another, after a long continued struggle to meet The Sun in competition. First it was The Lowell Star, then The Morning Times, next The Morning Mail, which, however, left behind an evening edition, destined soon to follow its predecessor into oblivion. The Daily News after a varied career also passed off, as did the Vox Populi, leaving but the morning Citizen and

many, all struggling for existence. In a memorable controversy over circulation, an expert came to Lowell to investigate the circulation claims of the different papers. After going through the city and getting the facts, he published the results and had this to say of The Lowell Sun: "The Lowell Sun has the largest circulation in Lowell. It is a one cent evening newspaper. Its success is the work of Mr.

of this theory." We mention these things to show that The Sun has not won its present eminence as Lowell's Greatest Newspaper issued from Lowell's best and most beautiful building, without a struggle, in which, however, the outcome was never in doubt as far as the publisher of The Sun was concerned. The secret of The Sun's success has been its promptitude in publishing the

prompt and final in all matters of policy, so that no time is lost in chasing up boards of directors or stockholders to decide upon the paper's policy in regard to any particular question or situation, or any problem that may arise. The Sun is democratic in state and national politics, believing that the democratic party is more devoted to the service of the people than is any

Lowell Gas Light Co.

GENERAL OFFICE - - - - SHATTUCK STREET
WORKS, SCHOOL STREET
APPLIANCE STORE - - - - 198 MERRIMACK ST.

We have furnished the inhabitants of Lowell with an uninterrupted supply of gas for over sixty years.

We now serve Lowell, Chelmsford, Dracut and Tewksbury.

"LoGasCo" Coke, "LoGasCo" Tarite and "LoGasCo" pitch are also popular products of our works.

"LoGasCo" Coke is the ideal and cheapest fuel for stove, boiler or furnace.

Orders for "LoGasCo" Coke will receive immediate attention

Lowell Gas Light Co.

ESTABLISHED 1842

RELIABILITY

Adams furnished the linoleum for every office in the Sun Building.

The window shades for all the windows in the Sun Building were made and put up by Adams.



Looks Like Hard Wood—Costs Less—Wears As Long

No cracks or crevices where dust can accumulate, no inlays or boards to work loose, warmer and more elastic to the tread than hardwood—

RIXDORFER
Parkett Floor Covering
(IT COMES IN ROLLS)

is the best and most sanitary floor covering for bedrooms, nurseries, dining rooms, libraries, billiard rooms, and all good rooms in the house.

In rolls, 78 inches wide, in beautiful laid, natural wood designs; economical, practically "unwearoutable." Easier to clean than carpets or hardwood floors—the ideal floor covering.

Positively the greatest thing ever produced for hotels, clubs, hospitals, schools—every kind of big building where hard wear would put anything else literally "out of business." Great saving as well.

\$1.50 A SQUARE YARD

Let us figure on linoleum for your rooms as we have a variety of designs in inlaid tile effects—plain colors and printed figure linoleums

From 70c to \$1.50 a square yard, all laid.

ADAMS & CO.

FURNITURE—RUGS—CARPETS

Appleton Bank Block

174 Central Street

The Press is the Greatest Bulwark of Human Liberty

other. In municipal politics, party lines have been wiped out and to the people without distinction of party is left the duty of selecting candidates and of electing them afterwards. One thing The Sun never does, however, is to hang on a political fence, or what is even worse, to advocate both sides

in any of its branches. This may seem a trifling matter but we can state without fear of contradiction, that it represents a loss of thousands of dollars annually particularly in election times, when the question of license is involved. But whether the people vote license or no license, The Sun stands

the form of radicalism represented by the I. W. W., syndicalism and other revolutionary movements that are highly injurious rather than beneficial to all workmen.

The Sun has always advocated liberal expenditure for education, for public parks, public streets and permanent

relief if one were provided.

Another thing which The Sun has steadily advocated is, the diversification of our local industries so that the people may not be nearly so dependent as they have been upon the textile industries which are probably the most sensitive to business and political dis-

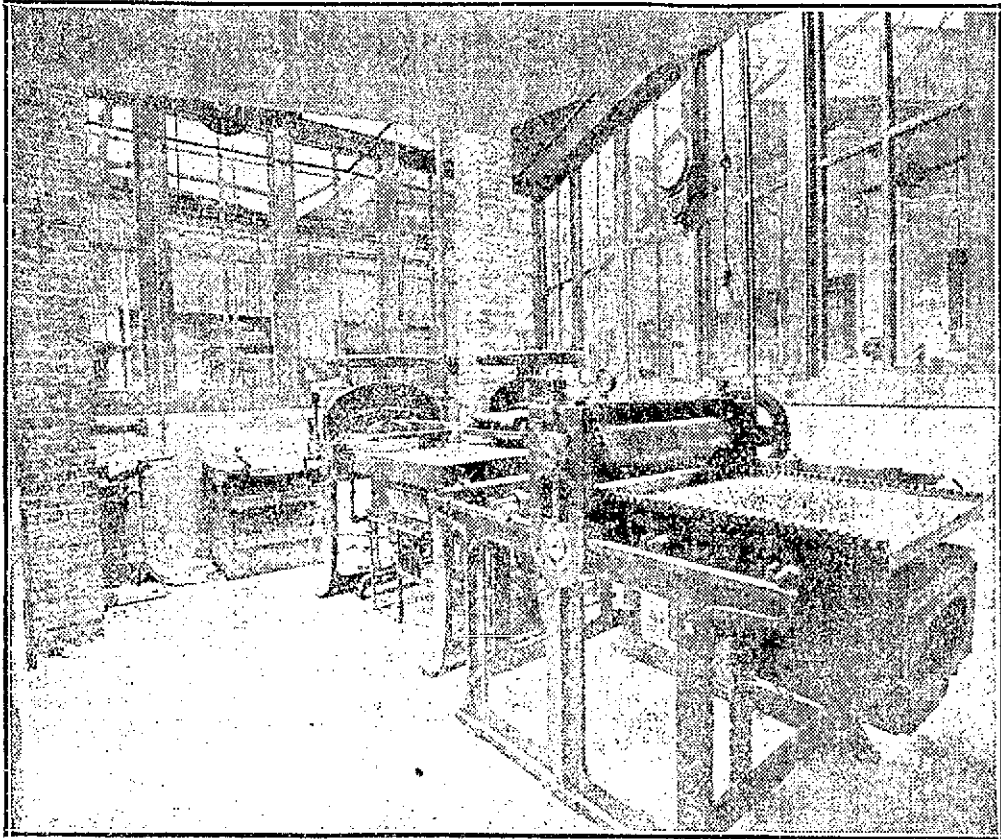
village of North Chelmsford.

The Sun's opinions have never been for sale or to let and neither advertisers, political bosses nor corporation magnates have been able to muzzle The Sun, to dictate its policy or to prevent it from denouncing the wrong

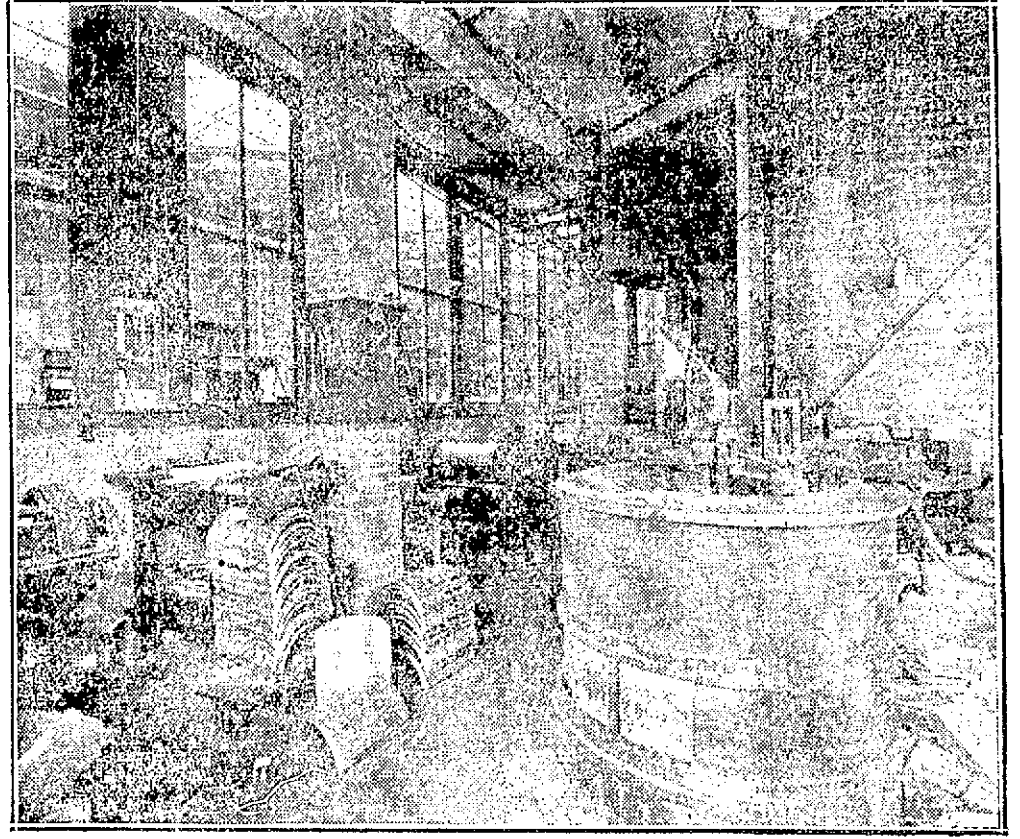
cannot get the endorsement of the press, there is an impression that the modern newspaper is controlled by the advertiser and that reporters deliberately lie. The truth is, that the decent newspaper is conducted on as straight lines as any other business. The advertiser does not control the paper's

of his information.

The newspaper is such a great aid to clean government that it has become indispensable. Most all of the corruption recently exposed and punished in American cities was first denounced by the press and it was only by the continued criticism of the press



VIEW IN STEREOTYPE ROOM, Where the Matrices are Made



VIEW IN STEREOTYPE ROOM, Where the Plates are Cast.

of a question at the same time. The people know where The Sun stands on every public issue and know, too, that it never runs away from an adversary.

The Sun is opposed to the liquor business, to its influence in politics and its injury to the homes and the community at large. For this reason, The Sun has steadily refused all advertising of saloons, or of the liquor business,

for strict enforcement of the law without fear or favor, and what it insists upon in regard to the liquor business, it demands in reference to every other business, that is, the strict enforcement of every law on the statute book.

In its editorial policy The Sun stands for fair play to all classes, to the tollers who work for their daily wage, for the mill men and others who employ

improvements by which the comforts and conveniences of all the people may be promoted. The Sun is also in favor of a public hall which is so very essential in times of public excitement, public celebrations, conventions and even in political campaigns. If a public hall would relieve the citizens of the disturbance and annoyance of street corner rallies, then it would be a great

turbance. We are gratified to find this movement making rapid progress, a fact that may be judged from the steadily increasing number of our shoe shops and other industries recently established. To promote this growth and afford greater facility for future growth The Sun advocates the acquisition of new territory by annexation of that part of Duane known as the Navy Yard and also the

or defending the right.

The Sun has never betrayed the people and if they always followed its advice in disregarding political shams and humbugs, they would not be fooled as often as they have been in deciding the public and getting election of new territory by annexation of that part of Duane known as the Navy Yard and also the

policy and any paper so controlled would be unworthy of publication. Reporters are beyond question one of the most reliable classes of men in the entire community and if untruths or inaccuracies appear in their reports, it is because those from whom they seek the truth, tell untruths. The reporter's position depends upon his being at least as reliable as the sources

that it was throttled in San Francisco, in St. Louis, in Philadelphia, in Chicago, New York and other cities. Were it not for the criticism and vigilance of the press corruption would become rampant throughout the land.


The service which the honest newspapers have rendered in this respect has been of incalculable value to American cities. Yet these newspapers

BARTLETT & DOW HARDWARE DEALERS

216 Central Street, Lowell, Mass.

All the paper roll lifts for The Sun Press, together with the equipment for dropping the rolls into the press room, were furnished by us. We also furnished the best and most satisfactory hardware used throughout the building.

THE FAMOUS CORBIN DOOR CHECKS for which we are sole agents were installed after a competitive test against all the leading makes in the country.

 We can serve you if you want hardware of any kind, in any quantity.

DESTRUCTIVE COMPETITION IS

often monetary—price combining factor and consideration as well.

RESULT

Dissatisfaction on part of buyer or seller and usually distrust on both sides.

WHICH SIDE ARE YOU ON

There is no half-way. Either you approve or disapprove

BUT

your judgment will tell you upon which side the stability of business depends.

CONSTRUCTIVE COMPETITION IS

rarely monetary—service being the controlling factor and money the consideration.

RESULT

Co-operative satisfaction in that buyer and seller both profit.

Personally we're strong for the constructive and if you are working along the same lines, to get in touch with you would be a pleasure. Just phone 2244 or write,

BARR ENGRAVING COMPANY

53 BEECH ST.,

LOWELL, MASS.



MAKERS OF THE SUN ENGRAVINGS

A Free Press is the Palladium of the People's Rights

do not get credit for their work in behalf of clean government.

When some ministers thought of getting out an ideal newspaper and undertook to publish a paper such as in their opinion Christ Himself would publish were he on earth, the result was not nearly as good even from the Christian standpoint as hundreds of papers published by laymen throughout the year without any pretense to religious motives.

Next to the church the press is the greatest power for good in the land and its work should not be scoffed at,

minimized or misrepresented, because of the shortcomings of a small number of unprincipled newspapers or by the frothings of the yellow journals and sensational sheets which make a specialty of scandal and scurrility.

THE FLAGS OF ALL NATIONS

Since the creation of the new Sun building it has been the custom of the proprietor to float the flags of all the leading nationalities represented in our population from the flagstaff of the building on their respective national festival days with the Stars and

Stripes above them. For this practice there is a special reason.

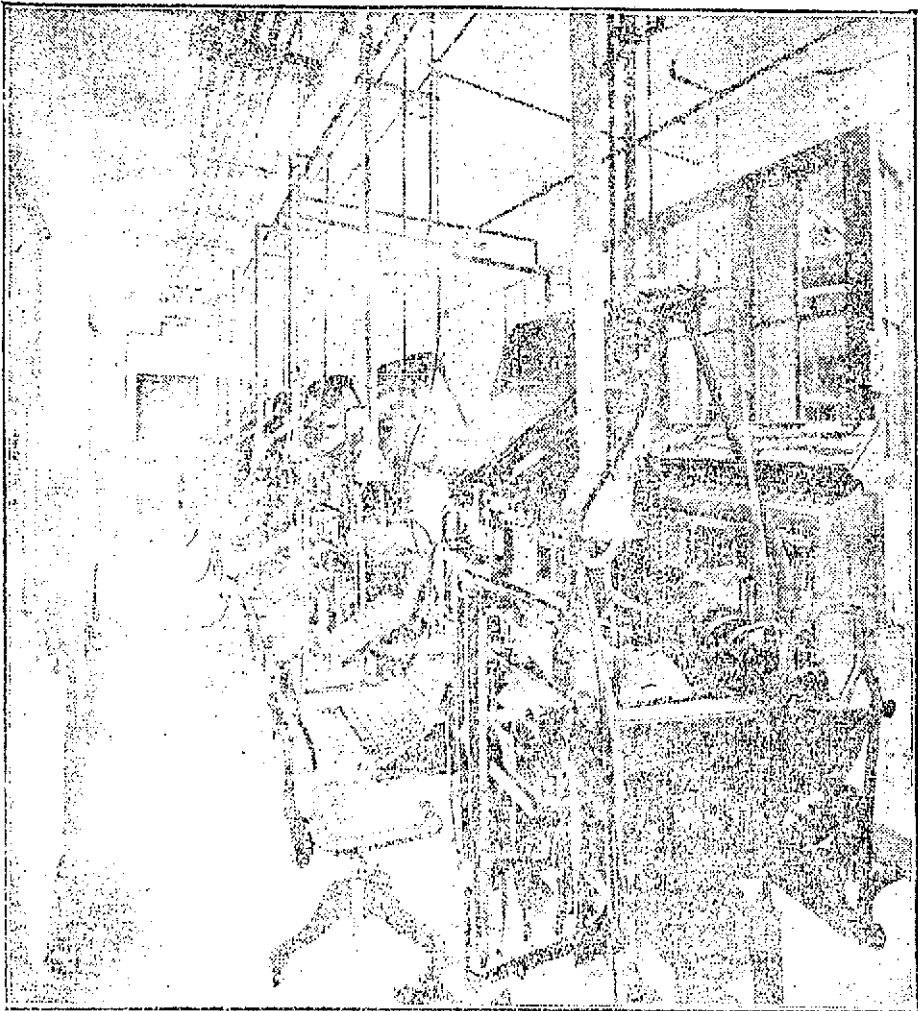
In carrying out this idea of floating the flags of all nations from the flag pole of the Sun building, some difficulties had to be encountered that are not at first apparent. Mr. Harrington decided that if the innovation was to be entirely successful, no nation of any importance was to be overlooked, and he turned over to the manager of the building the task of providing the various flags. Many firms in America advertise themselves as makers of the flags of all countries but their cat-

alogues almost invariably showed that some important emblems were missing. Accordingly in some cases the representatives of foreign nations acting in some official capacity in this country were communicated with, and the result was that stored in the Sun building are the flags of practically all the nations that claim a flag, waiting for their respective days of celebration to wave above the home of The Lowell Sun.

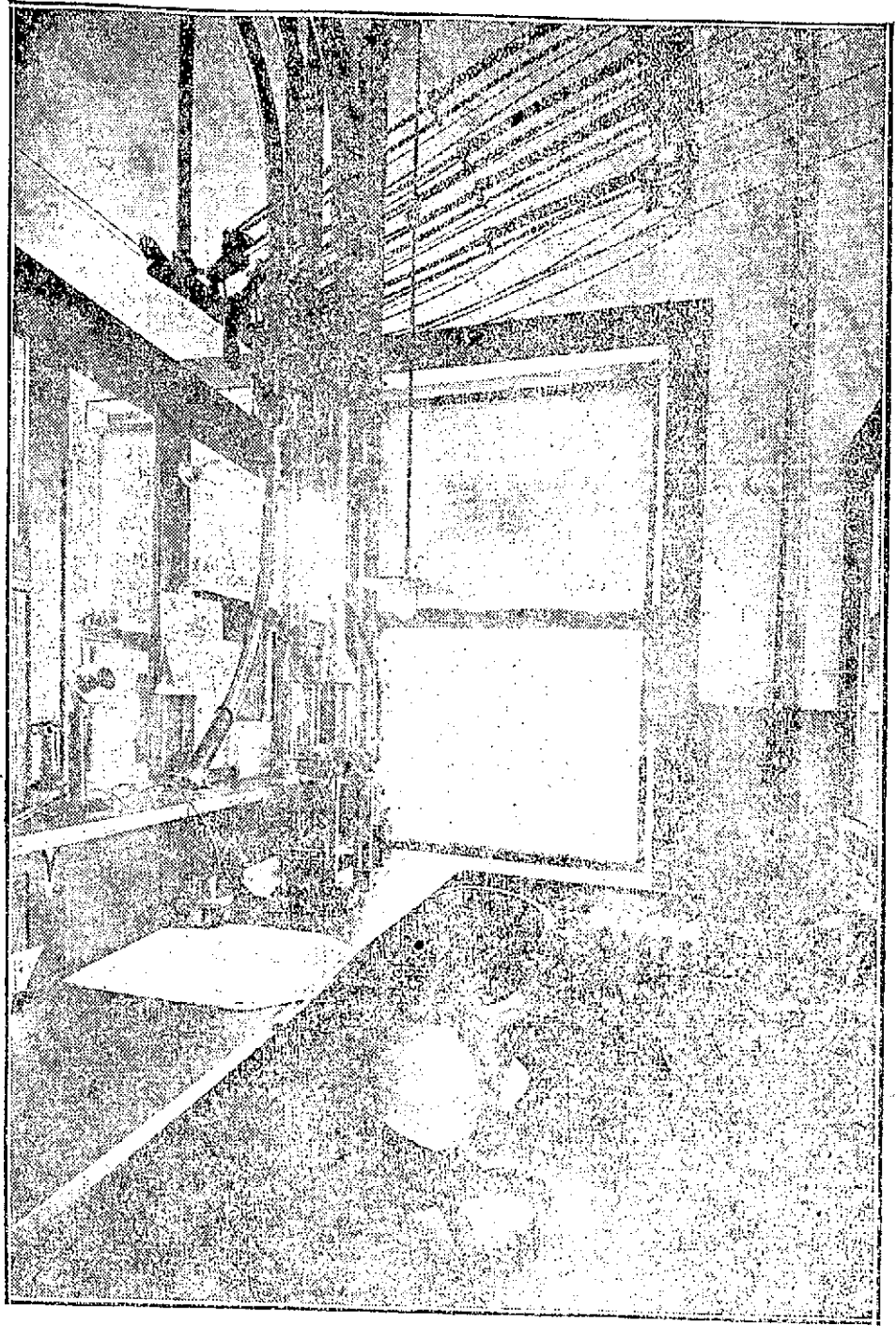
Another problem was to decide the proper day on which to fly the flag of some country whose chief festival was not clearly defined. Many members of some race when interviewed held different opinions as to what might be considered the national holiday, and to decide the matter the problem was again referred to the consul or ambassador of the country whose chief holiday was under consideration. In this way the proper day was clearly established beyond the shadow of a doubt. Some nations have fixed holidays such as our Fourth of July, but in other cases the birthday of a king or emperor is officially celebrated as the greatest day in a national sense. In some countries the anniversary of the birth or death of some great national hero is held especially sacred. The manager of the Sun building has had an excellent opportunity to add to his fund of historical and geographical knowledge by the authorities he has consulted and the many letters received in his quest of national flags and the proper day or date on which to float them from the flag pole of the Sun building—under the Stars and Stripes.

It is with a look of surprise, and in many cases of delight blended with some tender emotion, that hundreds have looked up from the busy streets to see an unusual emblem floating from the summit of Lowell's highest and most beautiful building since its completion. It may be the brilliant blue and white flag of Greece, the tricolor of France, the red, white and green of united Italy, the fair flag of Sweden, the emerald green of Ireland with its golden harp, the many-barred flag of the New China, or any of the others which have heretofore been strangers to most of our people. These flags have added a touch of genuine sentiment to our prosaic business life and they have meant much to those who have reasons to love them as strongly as those which bind the hearts of our own people to Old Glory, the grandest flag of them all.

The floating of the flags of all nations from the summit of the Sun building is typical of the spirit that will mould the people of all races coming to our shores into a grand Amer-



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LOWELL, MASS.

Tyrants Dread an Honest Press More Than a Hostile Army

lean citizenship. Those who come to America from distant climes, dazzled perhaps by the greater opportunity here or the promise of freedom, bring in their hearts love of country and love of kindred. Feelings of reverence for national memories are blended with their deepest and holiest thoughts. They should not be told that in the abandonment of reverence for what they have held sacred lies their only chance to adopt the qualification of American citizenship. While they are being urged to love and respect all that America gives them they should be shown that America will respect their feelings and traditions. The foreigner who comes out of the mill or workshop tired and dispirited after a hard day's work will be made a better American, if on raising his eyes he sees floating on the summit of the Sun building, under the protection of the American flag, the symbol that to him means so much that is holiest and dearest in life. The veneration of an adopted citizen for his mother land as represented by her flag may be compared to his love of his mother, while his devotion to the United States may be likened to the love of his wife. That a man venerates the flag of his motherland does not detract from his loyalty to the Stars and Stripes. Therefore we say, long may the flags of all nations float from our flag staff in the free air of America over the heads of foreigners and descendants of foreigners, all loyal to the Stars and Stripes.

MAGNIFICENT OIL PAINTINGS

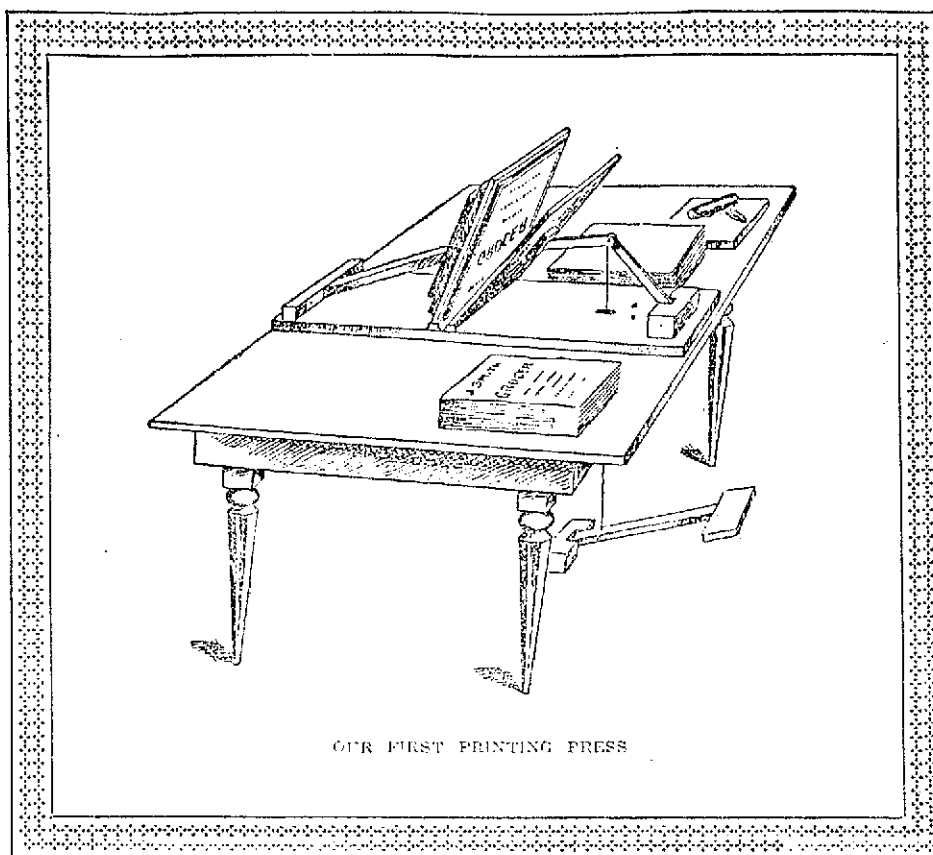
Two magnificent oil paintings have been hung in the business office of The Sun and on account of their artistic merit and the interesting local subjects treated, they have elicited a great deal of favorable comment. Reproductions of these paintings appear on pages 1 and 3 of the third section of this issue of The Sun. They are very appropriate for a newspaper office, showing, as they do, in the most artistic manner the source of our water power as "the cause" and a long line of factories on the river bank as "the effect"—explaining our location and industrial growth as a great textile city.

One of the paintings represents Pawtucket Falls, which, as all know, is the beginning of the water power system of Lowell; the other, the mills on the Merrimack, taken from Bridge street on the Centralville side showing the raceways through which the water passes after turning the turbines.

The paintings are each about twelve feet long and the perspective is so true and the coloring so artistic that both scenes are pronounced wonderfully accurate and faithful in every detail. The lights and shades of the ever blending landscape hues are brought out with a degree of artistic technique that is indeed very rare.

Both paintings are the work of the well known local artist, Mr. John L. Coggeshall, and are generally conceded to be his masterpieces.

The proprietor of The Sun commissioned Mr. Coggeshall a year in advance of the completion of the Sun building, to produce these two paintings. The work was started in his studio at Laneyville on Cape Ann, near Gloucester, where Mr. Coggeshall



OUR FIRST PRINTING PRESS

spends the greater part of his time and does most of his work, but both canvases received their final touches in his Lowell studio.

Both paintings are made from special sketches and studies by Mr. Coggeshall and they are conceded to be faithful reproductions of the beautiful scenes they depict: The view of the Falls includes a perspective view from the bridge up the river reaching almost as far as North Chelmsford. The foliage on one side and the active boating scene on the other make a beautiful subject. The Vesper club bathhouse, the ice houses, and even the steamer departing for a trip to the island, are shown in a most faithful manner.

The rocks on the Pawtucketville shore, which represent over two weeks of study and labor on Mr. Coggeshall's part, are so very faithfully done, that residents in that vicinity actually pick out the formations to the minutest detail. The scene represents early summer on the river when the Falls and the surrounding country are at their best.

The painting of the mills takes in the entire stretch from Centralville bridge to Aiken street bridge, including the Hoot, Merrimack and Lawrence mills, with all their stories, belfries, chimneys, raceways, etc., depicted with a realism that bespeaks the master touch of the artist. The reflection of the chimneys in the moving water is conceded to be a most marvelous work of the artist's brush, and the coloring is so true as to almost lead one into believing that he is standing on Bridge street viewing the actual scene.

OUR FIRST PRINTING PRESS

Adjoining is a sketch of the first press built and operated by the proprietor of The Sun and his brother in 1888. It was built of wood with iron braces and erected on a common kitchen table. The work of construction was carried on nights and occupied about three months, the boys being obliged to work in the mill in the day time. Through the centre of the table ran an iron rod connecting the toggle of the press with the impression lever which was operated by foot. The inking of the type was done by hand and the press was used for printing paper bags, business cards, etc. The capacity of the press was about 200 impressions an hour. The boys worked on the press nights after their day's labor in the mill, and it generally took about three or four nights to print 1,000 paper bags, for which they received the munificent sum of 75 cents. Two thousand impressions a week was the average output of their little printing office, which was situated in the attic of a tenement building in Market street on the site of the brick structure now owned by the heirs of Mr. N. J. Wier. The size of the sheet which it was possible to print was about one-quarter of a page of The Sun.

Everything has a beginning and every good thing has a small beginning. The little press illustrated above, built and operated by two boys in an attic forty-eight years ago, was the real beginning of The Lowell Sun. Thoughtful people will need no better illustration of the wisdom of the prophet who said: "Despise not the day of small things."

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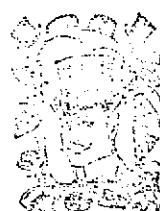
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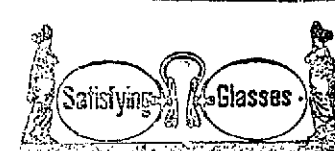
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That's the kind you want, that's the kind you get, if I make them. If you wear glasses, are you satisfied that they are fitted to your eyes, are the lenses made the proper shape to look good on you. Have they given your eyes that relief which you expected they would.

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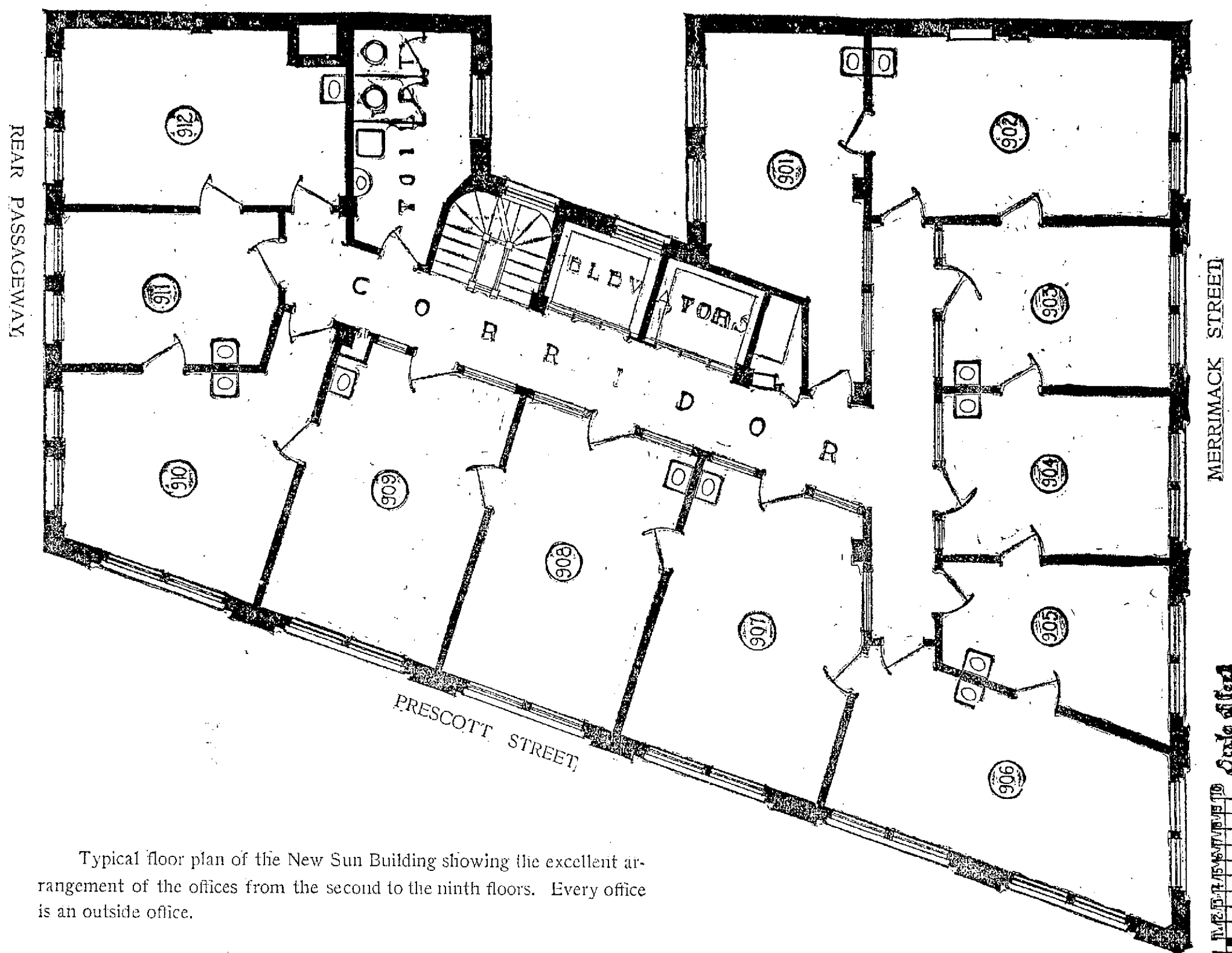
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Typical floor plan of the New Sun Building showing the excellent arrangement of the offices from the second to the ninth floors. Every office is an outside office.

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Showing a wide variety of special designs in thoroughly reliable foreign and domestic fabrics, different in design, novel in decoration and up to the minute in style. Drop in and see them.

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Who Can Do Ab-
solutely Painless
Dentistry.

EU-COLA DOES IT

LOWELL THE HOME OF INDUSTRY

STORY OF THE SPINDLE CITY

Lowell a Pioneer in the Great Textile Industry of the World

A Hive of Busy Workers and a City of Contented People

Many excellent histories of the city of Lowell have been written by men and women who have been desirous of paying the tribute of lasting remembrance to the city's founders, as well as to relate the narrative of her progress from the earliest days. Furthermore, these accounts have dealt with every phase of the city's growth and prosperity.

It is not our intention to write another history of Lowell. Believing, however, that some of the most important and most noticeable bits of Lowell's history are unknown or at least but dimly guessed at by many citizens, perhaps because business cases, and interest in the future of the city have prevented a delving into her past, it is The Sun's intent to summarize the various periods of the city's

progress as briefly as possible into a Story of Lowell that will befit the souvenir Industrial edition of her greatest newspaper.

That Lowell has grown to her present important position among the industrial cities of the country is due to two principal facts, namely, the quality and fine stamina of her founders and her citizens, and the wonderfully favorable topography of her location. In regard to the latter fact, we glean from the histories the accounts of the discovery of the Merrimack

and Concord rivers, and from subsequent settlements we are aware that the first of those hardy colonists from whom are directly descended many of the present residents of "The Spindle City," realized the great value of instituting a settlement at the junction of the Merrimack and Concord rivers. Thus, the abundant water power of the two streams is one of the prominent factors in the city's greatness. One historian, familiar with the writings of Herodotus of Egypt and the Nile, makes use of that ancient writ-

er's phraseology in calling Lowell "a gift of the Merrimack." How that natural source of power was augmented and in fact practically doubled or tripled by skillful engineering will be recounted briefly on another page.

Forgetting for the moment, industry, and shutting our ears to the hum of the mammoth mills, the sounds of which and the thoughts they inspire within our practical, calculating brains, cause us to dwell rather upon the financial realization of Lowell resulting from her successful record, let us glance for a brief interval at the

more romantic chapters in this remarkable story.

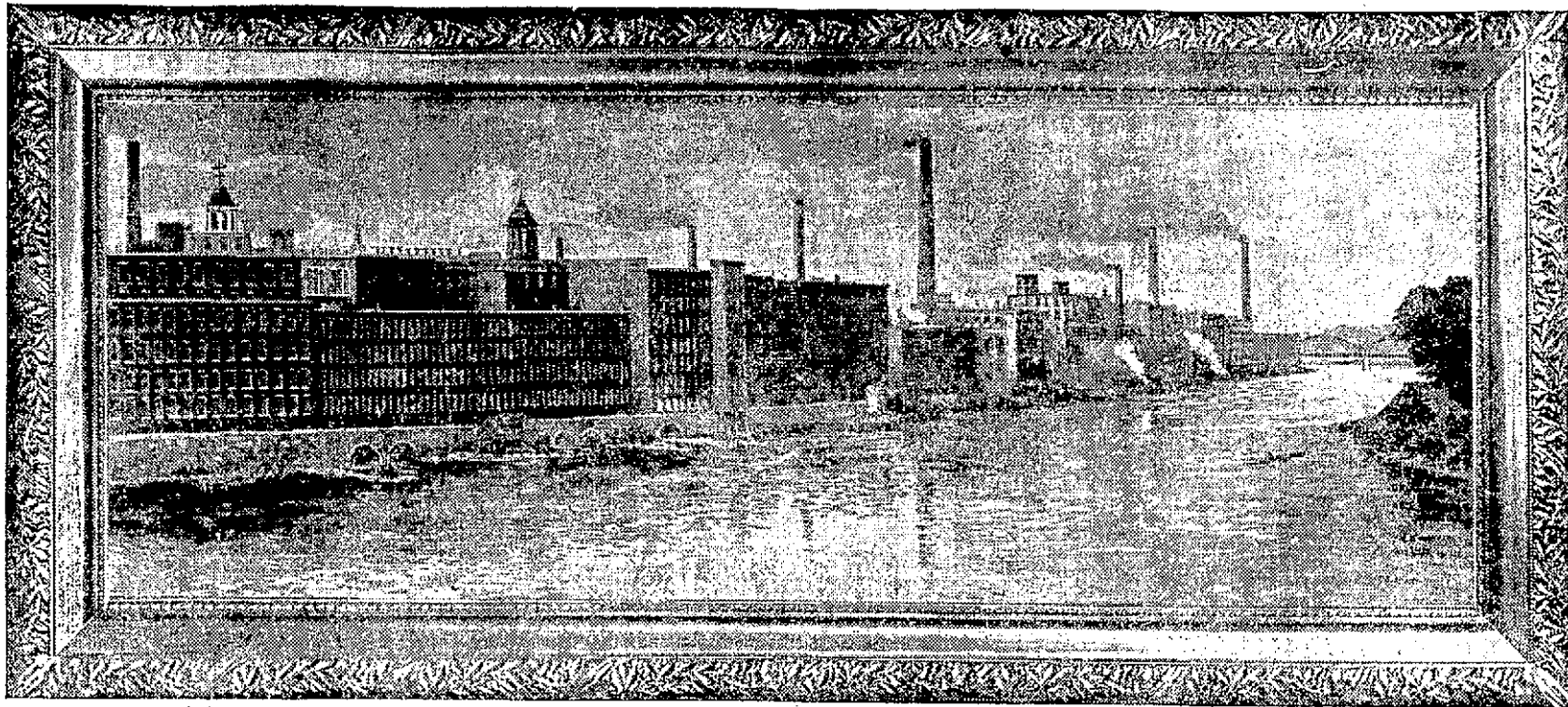
Those who are familiar with America's early history and more especially with the deeds of the first colonists who settled in New England, are aware that Lowell and Lowell men have contributed their generous share to the glowing pages of the record, not by the pen, but by acts of bravery and patriotism which have since the days of the first men, inspired the welders of the pen.

Centuries ago, when Pawtucket Falls

formed the favorite fishing ground of the Indians, the very center which we now refer to as "The Square" may have been the site of the central part of one of the Indian villages; perhaps at the very spot where now towers

THE SPLENDID SUN BUILDING may have been erected the wigwam of the chief, with his subjects busily engaged in recording for the eyes of other tribes, and the coming generations, the great deeds of the proud redskin leader, by means of blanket

We might begin with the discovery of the Merrimack river, which took place under the auspices of Henry the Fourth, known as Henry the Great, whose reign is recorded as one of the most brilliant in the annals of France. In the year 1603 Pierre Du Gua, Sieur de Monts, a prominent Huguenot chief, was created lieutenant-general and vice-admiral and vested with the powers of governor of New France, which at that time embraced our eastern and middle states, together with the Dominion of Canada. This new dominion was then called Acadia.



MILLS ON THE MERRIMACK RIVER AT LOWELL, MASS.
From Coggeshall's Great Painting in The Sun Office

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CAPITAL \$4,400,000

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CAPITAL \$1,800,000

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Flannels, Ticks, Stripes, Drills, Shirtings and Combed Hosiery Yarns

THE CITY OF TIRELESS ENERGY

On the seventh day of March, 1606, De Monts set sail with an expedition to establish a colony in the territory which he was to rule. He arrived early in April and at one time during the following summer he engaged in conversation with the Indians at the banks of the St. Lawrence river, and they told him of another beautiful river lying farther to the south which they called the Merrimack. He spent the following winter on the island of St. Croix in Passamaquoddy bay amid severe hardships. On the 15th of June the following year De Monts sailed from St. Croix and explored the coast southward. On July 15, in the course of his voyage, he entered the bay at which the city of Newburyport now stands, and there discovered the Merrimack river at its mouth. This discovery is recorded by his pilot.

From the earliest days, too remote even for the historians, the Pawnee Falls on the Merrimack and Wameet Falls on the Concord were the sites of populous villages of the Passicut or Pennacook Indians. At these very places where at the present are young gallants of the city are wont to take their ladies for a stroll on a summer evening along the boulevard, or

THE CANAL WALK.

perhaps the young braves of the ancient Indian tribes frequented. Where

are now situated camps of merry-makers along both rivers, centuries ago were heard the warwhoops of the warriors, the war dances were executed and later the pipes of peace were smoked.

About 1647 Rev. John Elliot "the Apostle of the Indians" began missionary work among the tribes and in 1653 established where Lowell now stands, a settlement of converted Indians which was known as Wameet. This, a few years later, figured prominently in the Indian history. About the same time, Captain Simon Willard and Captain Edward Johnson, under a commission from the Colonial government, sailed up the Merrimack to Lake Winnepesaukee, and explored the territory along the banks. This trip inspired them with a realization of the great promise of the country and the opportunity for development. As a result of their trip, a new impetus was given to the work of establishing settlements, and that impetus was felt by those who had located in the district which at present comprises the city of Lowell.

On May 29, 1655, the general court incorporated the towns of

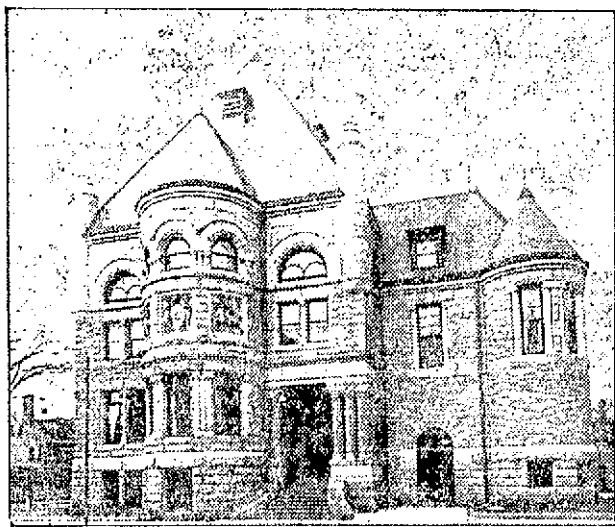
BILLERICA AND CHELMSFORD,

both of which later figured prominently in the establishment of Lowell. John Elliot, "the Apostle," and others



CITY HALL, LOWELL, MASS.

Showing Ladd and Whitney Monument and Statue of Victory.



PUBLIC LIBRARY AND MEMORIAL BUILDING

who had gained the confidence of the Indians by their kindness, and evident lack of desire to rob them, in order to secure the Indians from being dispossessed of their lands, procured the passage of an act by the general court, setting aside a certain territory, which includes a portion of the land upon which our city now stands, for the exclusive use of the Indians. The general court later modified the bounds of the Wameet reservation, and of the town of Chelmsford, and a ditch, traces of which are said to be still visible, was cut to mark the boundaries of the reservation.

The section of Billerica known as FORT HILL

received its name from the fact that at one time it was the site of a fort

built by the Indians from New Hampshire, headed by Wampanoag, as a protection against the Mohawks, from whom they feared an attack. Later occurred the terrible war known as King Philip's war, in which many were killed. During this war Billerica was unharmed, but Chelmsford was on more than one occasion visited by parties of King Philip, and once several buildings were burned. Two sons of Samuel Varnum, living in what is now Dracut, were shot by Indians while crossing the Merrimack in a boat together with their father. Later both Billerica and Tawksbury suffered from raids of hostile Indians, and several of the inhabitants were killed.

As has been said before, one of the

principal factors of the growth and success of Lowell as a manufacturing city, is its remarkable location at the junction of the Merrimack and Concord rivers, and this fact is emphasized in all the histories that have been written. Long before Lowell was incorporated even as a town, those whose study of the country, and whose interest in the manufacturing industry led them to examine the Merrimack river to determine the value of its power, unanimously decided it to be

AN IDEAL LOCATION

for manufactures. Naturally, it appears to have been a case of the mills first and then the town. The story of the men who became interested in the manufacturing possibilities shall be reserved for another section to deal

with the history of the mills, with one exception, that of Francis Cabot Lowell, after whom our city was named. Francis Cabot Lowell was the originator of cotton manufacturing as we have it in America today.

Mr. Nathan Appleton and Francis Cabot Lowell met in Edinburgh, Scotland, the former on a business trip to Europe, while the latter was forced to take the trip because of the feeble condition of his health. Mr. Lowell realized the importance of the manufacturing industry as a source of national wealth and determined to make a special study of the conditions, examining machinery, etc. His intent was to introduce the methods, with improvements, no doubt, in the United States and he confided this plan to his friend, Mr. Appleton. Mr. Lowell had previously been engaged as a merchant in Boston.

Not long afterward Mr. Lowell returned to Boston, with the belief that the cotton manufacture, then monopolized by Great Britain, could be successfully introduced in this country. He realized that the conditions in general were better here for the project, than abroad; that the water power was more abundant, that the raw cotton could better be produced here, and taking also into weighty consideration, the progressive spirit of the American people, he set about at once to put his ideas into practice and confided in his brother-in-law and fellow townsman, Patrick Tracy Jackson.

Jackson eagerly assented (this was about 1813), and the result was the incorporation of Messrs. Lowell, Jackson, Appleton and others as the

BOSTON MANUFACTURING CO., with a capital of \$100,000. Water power was purchased at Waltham and the power loom was successfully started in 1814, just about 100 years ago. We shall not go further into detail now regarding the carrying out of this project, but will simply state that the materialization of the ideas of Mr. Francis Cabot Lowell was successful in the highest degree. Thus was the man after whom our city was named, well worthy of having named to his memory and honor, so great a manufacturing and industrial center as Lowell.

It is hard for us of this age to comprehend Lowell as a part of Chelmsford, but such was once the case. By the spring of 1826 the new village of East Chelmsford was rapidly outgrowing the town of Chelmsford of which it was a part, and it became more and more evident that it was too far removed from the township's center. The growth of this eastern portion continued until division became desirable. The new town was created in 1826 and was called Lowell after the founder of the famous Waltham enterprise. It was on March 1st of that year most of East Chelmsford was

SUPERSEDED BY LOWELL.

Here is material for thought for the



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MILL OFFICE

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MASSACHUSETTS

INCORPORATED 1833

MASSACHUSETTS COTTON MILLS

Bridge and Merrimack Streets, Lowell

CAPITAL - - - - - \$3,000,000

EDWARD LOVERING, Treasurer, 53 State St., Boston

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LOWELL THE CITY OF PROGRESS

people of this city today, to whom the mention of Chelmsford brings up a far different picture. Here, too, is an interesting bit of history for the consideration and study of the men who delight in the contemplation of civic and industrial growth, the fact of one small division of a town outgrowing the township, being divided, made another town and growing into a flourishing city. Herein is where the wisdom and excellent foresight of the men mentioned in the Waltham and Lowell manufacturing projects are shown in their selection of sites.

LOWELL WAS MADE A CITY

In the year 1835 and the first mayor was Ellsha Bartlett. This was the second great mark of its wonderful growth. The territory comprising Lowell had since its first incorporation as a town been augmented in 1834 by that portion of the city now called Pelvidere, which was annexed from Tewksbury. In 1851 Centralville was annexed from Dracut, and in later years Middlesex Village and also some other portions of the town of Dracut were annexed, and in 1886 122 acres were taken from Tewksbury and in 1904 Wigginsville, leaving the city as it is today.

LOWELL'S CANAL SYSTEM

A glance at the origin and development of the city's waterways would be most appropriate, following the account of the mills for the operation of which they furnish the power.

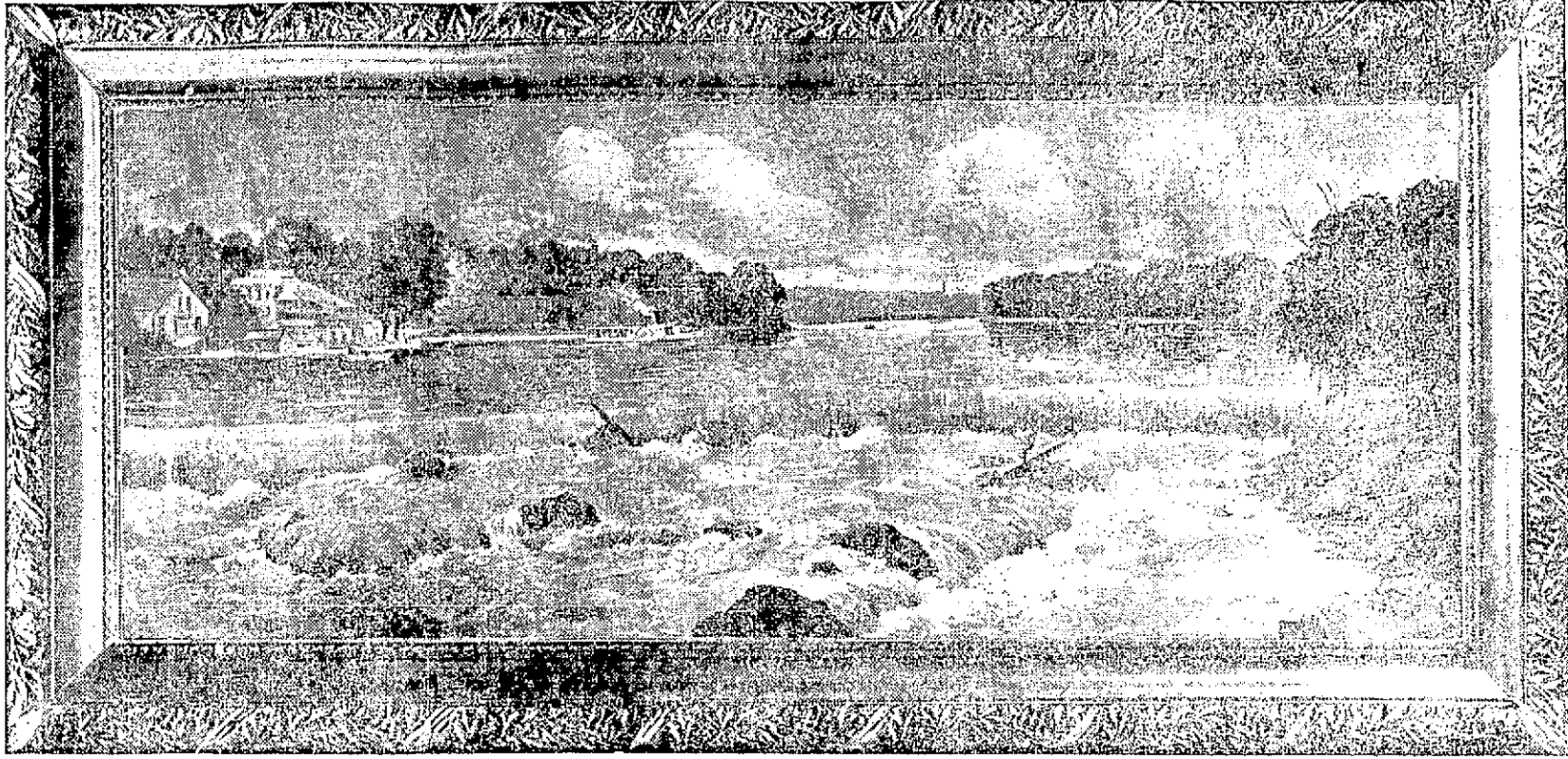
Today we have a canal system that is generally acknowledged to be the best in the country; like many other things, these artificial waterways have become a part of the city and hold forth no wonders to the gaze of the ordinary citizen who concerns himself more with the consideration of present profit than with the circumstances and methods of their origin. One can today walk but a very short distance through the heart of the Spindle City without crossing one or more of the branches of our canal system.

The location of the city at the point of union of two important rivers was most favorable for the successful establishment of an artificial system of water power. There are, moreover, several smaller streams, which are important factors in the story of the mill development.

To get at the very beginning of the

WATERWAYS HISTORY

of Lowell, one must go back approximately a century and a quarter to a



PAWTUCKET FALLS AT LOWELL ON THE MERRIMACK
From Coggeshall's Great Painting in The Sun Office

period considerably previous to the incorporation of Lowell as a town. The first important waterways project we hear of, which, by the way, is recorded as the first undertaking of the kind in the country, was set on foot as far back as 1792 by the Locks and Canals company, an organization that played a most important part in the early history of this district and which at the present time is recognized as a leading factor in the industrial development along the Merrimack river.

This company was organized under the name of the Proprietors of the Locks and Canals on Merrimack River. Its incorporators were Dudley A. Tyng, William Coombs, Joseph Tyler, Nicholas Johnson and Joshua Carter. The

act of incorporation conferred upon these men certain extensive privileges, such as the power to take land by right of eminent domain, and other powers. This was at a time when what is now Lowell was a part of Chelmsford.

The incorporation of this company was primarily for purposes of navigation but as afterward developed, the uses of the canals which it constructed were more important in the furnishing of water power than as means of transportation. Their intention was to facilitate the bringing of products of the country above us on the river down to the sea shore. To this end they constructed the Pawtucket canal, starting at a point on the Merrimack river near present Vesper boat house.

This Pawtucket canal followed the course of the present canal across Broadway, thence parallel to Middlesex street, passing near the Lowell Machine shops, to the Middlesex yard, and finally emptied into the Concord river. According to accounts the Pawtucket canal was completed in October, 1796. It contained four locks, was 1½ miles in length and cost \$30,000.

For a comparatively brief period this canal served as an important means of transportation. The company did considerable business in transporting logs from the great forests of the north to the central markets of the east. The rapid growth of the eastern portion of the country at that time was causing a great demand for lumber to be used in the construction of buildings, and

this aided in promoting the business of the new canal. As has been said before, the undertaking was the first of its kind in the country and for this reason was of deep interest.

All in all, nevertheless, the canal proved hardly successful as a means of navigation, as will be explained in succeeding paragraphs in this account. At this point, however, we must return to an important incident already related in the story of the mills, wherein this Pawtucket canal was given mention. Messrs. Appleton, Jackson, Kirk Boott and Paul Moody visited the canal to inspect it, their interest having been aroused by information furnished to Paul Moody by Ezra Worthen in the event of the former's visit. Shortly following their

visit of inspection, the determination to attempt to acquire the possession of the property was formed and in this they were successful, as has already been related. These men were later incorporated as the Merrimack Manufacturing company. Thus the bearing which the Locks and Canals history has upon the history of the city is evident. We have, by starting from the building of the first canal at the Merrimack, arrived at the period which witnessed the erection of the first mill in the territory which now comprises a portion of our flourishing city.

But to return to the development of the water system, it has been said that the Pawtucket canal, if we weigh only its importance as a means of transportation, was hardly successful. The

reason for this is the fact that a few years after its completion,

THE MIDDLESEX CANAL

was ready to carry lumber and other produce to the better markets of Boston.

The projectors of the Middlesex canal were incorporated in the year 1792 as the Proprietors of the Middlesex Canal. Work of building this new waterway was begun in September of 1794 and the work was completed in 1803. This canal was thirty feet wide and four feet deep. It contained twenty locks and was spanned by about fifty bridges. The cost of it is recorded as \$500,000, a portion of which represented land damage claims. The route of this waterway is described as follows: Starting at Charlestown mill pond it passed through Medford, crossed the Mystic by means of a wooden aqueduct of 100 feet, to Hopkinton in Woburn, traversing Woburn and Wilmington, crossing the Shaw-shueen by an aqueduct and struck the Concord, from which it received its water at Billerica mills. It entered the Concord by means of a stone guardlock, crossing with a floating towpath and passed out on the northern side through another guardlock. Thence it passed through Chelmsford to the Merrimack. Its entire length was 27½ miles. The canal was formally opened in 1804 and discontinued in June, 1853. Many prominent men of the time were stockholders and for a time it proved most profitable. In later years, though, there occurred a drop in the value of the stock. The coming of the Boston and Lowell railroad marked the downfall of this canal company.

Projectors of the mill industry soon set about the construction of canals for water power purposes. The first canal built by them, after they had acquired the rights to the Pawtucket canal from the original proprietors of the Locks and Canals company, was from the basin near the railroad bridge near Dutton and Fletcher streets, down Dutton street, under the Huntington hall site to the Merrimack Manufacturing company. This canal was about 2,580 feet long and was built in 1823. It was the first of several built for manufacturing purposes. It supplied power to the Lowell Machine shop, Merrimack company, Grist mill, and others. Three years later another was built from the basin, or "swamp locks" down the side of what is now Jackson street, fronting the Appleton and Hamilton companies. This was

Lawrence Manufacturing Company

INCORPORATED
1831

INCORPORATED
1831

NORTH END OF SUFFOLK ST., LOWELL, MASS.

CAPITAL - - - - - \$1,250,000

C. P. BAKER, Treasurer, Ames Building,
Boston, Mass.

E. H. WALKER, Agent
EDWARD MARTIN, Assistant Superintendent
GEORGE E. AMES, Mechanical Superintendent
WILLIAM N. BURKE, Assistant Superintendent
JOHN D. RULE, Assistant Superintendent
ANDREW G. SWAPP, Paymaster

E. M. TOWNSEND, & CO., Selling Agents,
Boston, New York, Philadelphia and Chicago

UNDERWEAR, HOSIERY AND
HOSIERY YARN

Tremont & Suffolk Mills

INCORPORATED
1831

SUFFOLK ST., LOWELL

CONSOLIDATED
1871

CAPITAL - - - - - \$2,000,000

JACOB ROGERS, President
CHARLES F. YOUNG, Treasurer
M. A. RAWLINSON, Agent

70 Kilby Street

Boston, Mass.

MANUFACTURE

Cotton Blankets, Cotton and French Flannels, Hosiery
and Warp Yarns, Men's Fleece Lined Knit
Underwear.

Number of Spindles..... 230,000
Number of Looms..... 6,000
Cotton used per week, pounds..... 700,000

SELLING AGENTS

FOR CLOTH and BLANKETS—Catlin & Co., Boston, New York,
Chicago and Philadelphia.

FOR YARNS—Catlin & Co., Boston, New York, Chicago and
Philadelphia.

FOR KNIT GOODS—William Islin Co., 61 and 63 Worth St.,
New York.

OPERATE THIRTEEN MILLS

LOWELL THE CITY OF OPPORTUNITY

about one-third of a mile in length. Later a short canal was built from the Merrimack canal in Boston street to the Carpet company's yard and still later another was opened following along Suffolk street to the present location of the Lawrence Manufacturing company. The great canal, now called the Northern canal, was constructed in 1846, being built for a way parallel with the river, near Lawrence Falls, and ending at Suffolk street, where it forms a supply for the Suffolk street canal. The basin near the Lowell Machine shop, known as the swamp locks, was utilized to a large extent in the building of the canals. With the completion of this system, the growth of the section was remarkable.

Lowell, which now has 16 1/2 miles of waterways, is sometimes referred to as

"THE VENICE OF AMERICA."

The canals and rivers divide the city into seven islands, six of which at least, are thickly populated.

Lowell has also played an important part in the agitation of a movement for the perfecting of still another waterway system, namely the deepening of the Merrimack river from Lowell to the sea, which has been the subject of widespread discussion in Boston and the cities of the Merrimack valley for the past few years. There have been hearings on this matter in which Lowell was always strongly represented, and the city never failed to play her important part in any movement for the good of the district.

At present this move is still being contemplated by the government and through efforts of the Lowell board of trade, the Merrimack Valley Waterways association and other similar organizations, the legislators of the district, and the national authorities have been kept constantly in mind of the proposed improvement, which it is believed, would greatly reduce freight rates and the cost of transportation, and promote the growth of Lowell and her sister cities along the Merrimack river.

It is our hope that progressive Lowell will soon have added a big share of the glory of this project to her already long list of notable public achievements.

The story of the mills and other manufactures which derive their power, and in fact, their very existence, from the Merrimack river, is but the story of the city's origin and growth, told in another way.

How Nathan Appleton and Francis

Cabot Lowell met in Edinburgh, Scotland, while one was abroad on business and the other for his health, has already been described, and the reader has been told in a measure, how the two young men produced the plans

ing to the chroniclers. Patrick Tracy Jackson became deeply interested in the project described to him by the other two men, and several others put money into it. Mr. Lowell's mind concerned itself more with the technical side of establishing of the Boston Manufac-

turing Co. at Waltham in 1814 by Lowell, Appleton, Jackson and others: was the first step in the demonstration of the theory arrived at by Francis Cabot Lowell. The project, of course, met with many difficulties, which, however, only served to increase the energy of its promoters.

American and Great Britain. Rather are we concerned with LOWELL AND THE MERRIMACK. When one now stands upon the great Centralville bridge and looks up or down the river at the long line

We are told that a century ago the greater portion of the land along the rivers, and even where are today situated principal parts of Lowell, was given over to agriculture. The only power derived from the currents of

ers was a brand new step, and a most important one in mill history. Mr. Lowell proposed the law placing a duty upon imported cotton fabrics, and this resulted in the protection of the American Manufacturers against the competition of England. The whole credit of the progressive policy of the company is attributed to Mr. Lowell. He had further large plans, but did not live to see the realization of them.

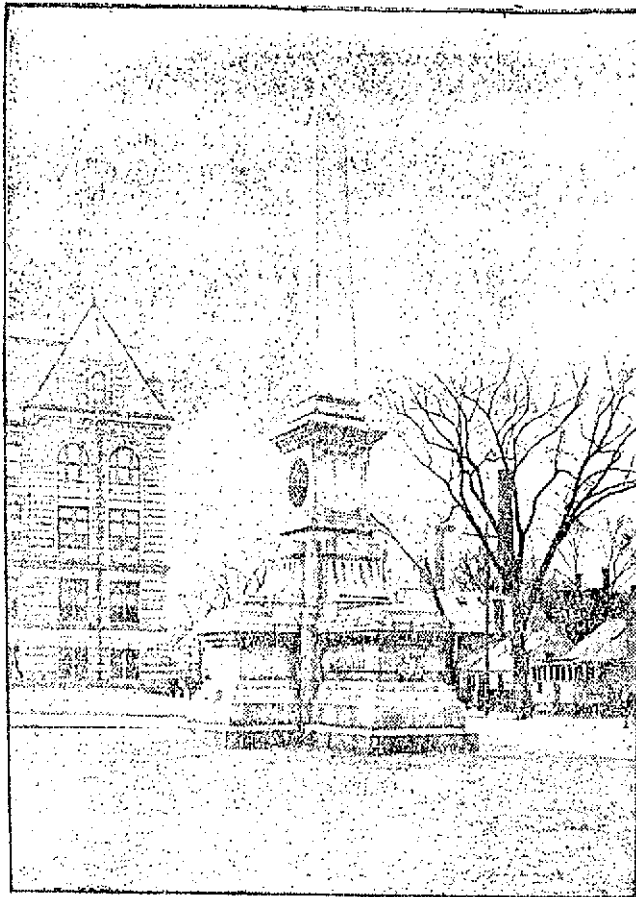
FRANCIS CABOT LOWELL

died September 2, 1817, at the age of 43 years.

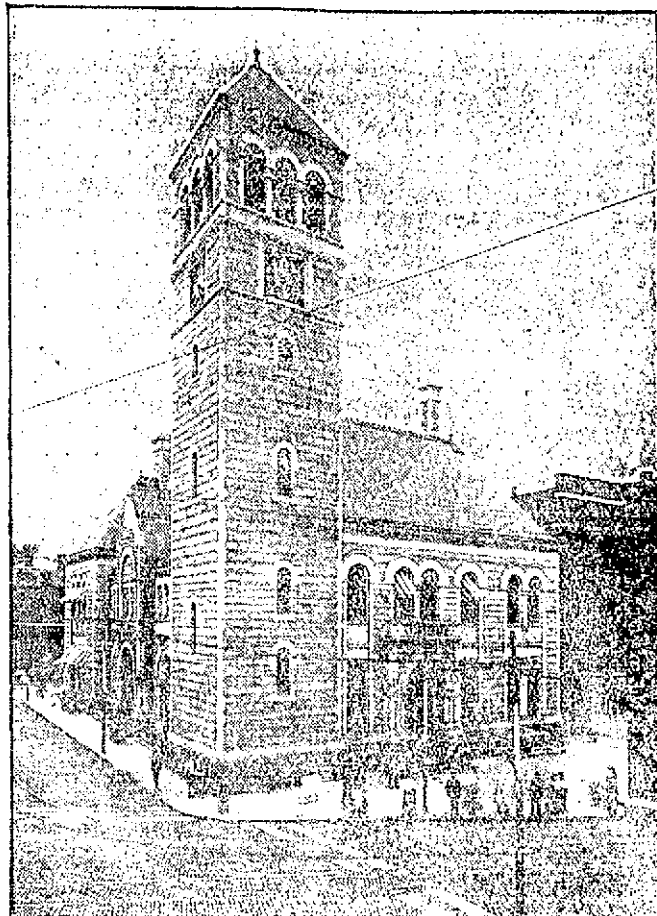
Messrs. Appleton and Jackson of the company at Waltham, remained, however, and were highly elated over the success of their first big enterprise. In 1821 they set about seeking water power for even greater establishments along similar lines. Mr. Paul Moody had become connected with this company, and on one occasion, while visiting Ezra Wadsworth, outlined his plans. Mr. Wadsworth mentioned the Pawtucket canal at Pawtucket Falls, saying that it would give the company all the power of the Merrimack river. Together the two men inspected the canal and Mr. Moody described it to Mr. Jackson on returning to Waltham. Mr. Jackson, ever on the alert, was soon convinced that a large manufacturing town could be built up. Quick to act, he at once got into communication with Thomas M. Clark, of Newburyport, agent of the Pawtucket Canal Co., and secured an option on most of the stock of that company.

All of these names, which are being mentioned here so frequently in connection with the history of the development of the mill industry in Lowell, are familiar at the present day. Most of them are now perpetuated as names of streets, parks, or monuments, and are pronounced each day by thousands of people. For instance, there is Appleton street, there is Jackson street, and we recall numerous others. We wonder how great a proportion of the population of Lowell is aware of the great significance which the original bearers of these names carried in the making of Lowell history. Moreover, we trust that this general account, in our souvenir industrial edition, which is available to every person, may be of some benefit in increasing the proportion of those familiar with the city's famous men and founders.

To go back to our subject, Kirk Boott and Mr. Appleton eagerly joined with Mr. Jackson in his new enterprise, and soon all of the stock of the Pawtucket Canal Co. was owned by the Boston company. A large amount



LADD AND WHITNEY MONUMENT



LOWELL POSTOFFICE

which later took root in the fertile ground of the progressive spirit of American business men and grew and branched out into the chief industry of the east, and one of the greatest in the entire country.

The project of Messrs. Lowell and Appleton, which, having sprung into existence in the minds of the two men in Scotland, materialized at Waltham, Mass., was a brilliant success, accord-

ing to the scheme, the water power, machinery, labor and other conditions closely connected with the manufacturing industry. The chief points investigated by Mr. Appleton were those having to do with the commercial side of the project, business conditions at the time, etc.

In 1811-12, England monopolized the cotton manufacturing industry. Mr. Lowell, however, who made a compre-

hensive study of the conditions of the industry in Great Britain, came to the conclusion that it could be better, more economically, and more successfully carried on in the United States. The

But we are not celebrating a history of Waltham, nor are we going to give a survey of the manufactories of

of mills, it is difficult to imagine the appearance of that same river 109 years ago as described in the records. At present, throughout the course of the stream in Lowell, the banks of the Merrimack and Concord are the towering brick walls of the great mill buildings while the sounds of the flowing waters are obliterated by the steady humming of the wonderful mechanism within the huge structures

the rivers was that which operated a few sawmills, grist mills, or smaller establishments of similar kind.

The project of Messrs. Lowell, Appleton and Jackson grew and prospered, new ideas being constantly evolved. One important feature was the introduction of raw cotton, in place of the spun yarn, with which the mills at first operated. The spinning of their own yarn by the manufactur-

ers was a brand new step, and a most important one in mill history.

the rivers was that which operated a few sawmills, grist mills, or smaller establishments of similar kind.

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Scientific and practical training in all processes of textile manufacture including all commercial fibres. Complete three-year diploma courses in Cotton Manufacturing, Wool Manufacturing, Textile Designing, Chemistry and Dyeing, Textile Engineering.

Degrees of B. T. E. (Bachelor of Textile Engineering) and B. T. D. (Bachelor of Textile Dyeing) offered for completion of prescribed four year courses.

Positions attained by Day Graduates 1899-1912.

Directors of Textile Schools.....	3
Instructors, Textile or Industrial Schools.....	13
Mill Vice-Presidents.....	3
Mill Treasurers and Agents.....	9
Mill Superintendents.....	20
Mill Assistant Superintendents.....	7
Mill Foremen of Departments.....	16
Assistants to Superintendents.....	2
Mill Auditors and Accountants.....	5
Mill Clerks.....	3
Second Hands.....	9
Textile Designers.....	18
In Commission Houses.....	6
Salesmen.....	6
Purchasing Agent.....	1
Managers.....	10
Chemists, Dyers and Chemical Salesmen.....	44
In Government Employ.....	6
Electricians.....	1
Industrial Engineers.....	1
Mill Engineering.....	10
Trade Journalists.....	3
In Business, Textile distributing or incidental thereto.....	7
Other Business.....	15
Weavers.....	1
Spinners.....	3
Mixed Women.....	3
Textile Manufacturing, Unassigned.....	16
Employment not known.....	19
Not employed.....	8
Deceased.....	6
Total.....	373

Certified graduates of High Schools and Academies admitted without examination.

For catalogue address Charles H. Eames, S. B., Principal, Lowell, Mass.

1870

1914

DANIEL GAGE

ICE

WOOD

LUMBER

Pawtucket Street, Lowell, Mass.

LOWELL THE CITY BEAUTIFUL

of land needed for water power was also purchased.

The men at that time made some tentative plans, and a large number of prophesies. All were enthusiastic because of the far reaching possibilities of the new scheme. One made the prophecy that some of them might live

Paul Moody and John W. Boott. They made a visit to the canal and realized the possibilities of the place.

On February, 1822, these gentlemen and others were incorporated as the MERRIMACK MANUFACTURING CO. with Warren Dutton as president.

Boston in 1791 and had received an education in the famous Rugby school in England. He studied for a time at Harvard college. He served for a time in the British army, fought under Wellington in the Peninsula war. When the wars of Napoleon ceased, Boott resigned his commission and returned to

part. Death, however, which came to him in 1824, prevented him from seeing the greater results of his plans. Mr. Worthen was succeeded by Warren Colburn, well known as the author of excellent works on Arithmetic. His connection with the mill also had its

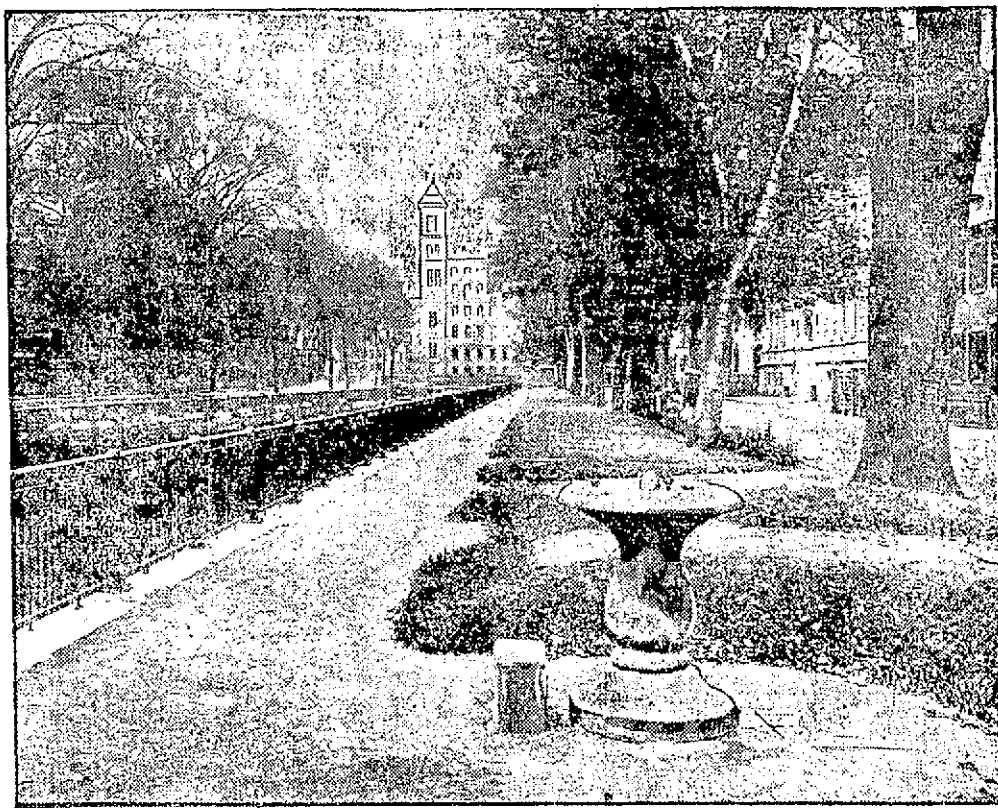
gained and incorporated practically all of the important mills of the city today. The Merrimack Manufacturing company bore the distinction of having been first. Two years following the beginning of its operation, the Hamilton Manufacturing company was organized with William Appleton as

Ayer as treasurer, and Thomas S. Shaw as agent. In the same year that witnessed the organization of the Tremont mills and the Suffolk mills, the Lawrence Manufacturing company was started and of this, too, William Appleton was the first treasurer. William Austin was the first agent. John

the Middlesex company; Lowell Bleachery was incorporated in 1833 with John Clark as treasurer and Jonathan Derby as agent. The Lowell Machine shop, which had been in operation for some time, was incorporated a few years later. Such was the wonderful character of



ENTRANCE TO FORT HILL PARK



A VIEW IN LUCY LARCOM PARK

to see a town of 20,000 people at that spot. Others said that the place was destined to become the Manchester of America. As it happened, Mr. Appleton did live to see 40,000 people here. As to the other prophecy, the "Manchester of America" is undoubtedly Lowell.

Engaged in the project at that time were Nathan Appleton, Patrick T. Jackson, Kirk Boott, Warren Dutton,

Their capital was \$600,000, which is more than four times as great at the present day. The Pawtucket canal was widened and deepened and a dam was built across the Merrimack at Pawtucket Falls. Many improvements were made. The first mill of the company was completed and was put in operation about the first of September, 1823. The first treasurer and agent was Kirk Boott. Boott was born in

Boston in 1817. He then came here as agent of the mill, having been an intimate friend of Jackson and for a long time figured prominently in the making of Lowell history.

Ezra Worthen, the first man to suggest the utilization of the power of the Merrimack for the mill industry, was the first superintendent of the Merrimack company. In the formation of which he had played so important a

good results.

In the work of establishing a manufacturing town on the Merrimack which was so successfully begun in 1822 by the incorporation of the Merrimack company and the actual manufacture of cloth.

REMARKABLE ADVANCE

was made during the following 17 years, during which period were or-

the first treasurer and Samuel Bachelor its first superintendent. Four years after that the Appleton company was incorporated, and William Appleton was treasurer of this company, too. Then in 1831 came the Tremont mills and the Suffolk Manufacturing company, each as a separate company. They were operated independently for a period of about forty years when they were consolidated with Dr. J. C.

Amory Lowell was the treasurer of the Boott mills, which were incorporated in 1835, and the agent was Benjamin F. French. Four years later, the Massachusetts Cotton mills were incorporated with John Amory Lowell as the first treasurer. Within that period, too, were started other important manufacturing concerns. There was the Lowell Manufacturing Co., commonly called the "Carpet Co.,"

this period of building and development at the beginning of Lowell's history. One can readily imagine the busy state of affairs that would accompany the incorporation of all of these mills, and the construction of buildings within which to carry on the manufacture of cloth. Great opportunities were offered the young men of the surrounding towns to obtain profitable employment in this era, and

TRAVEL BY TROLLEY

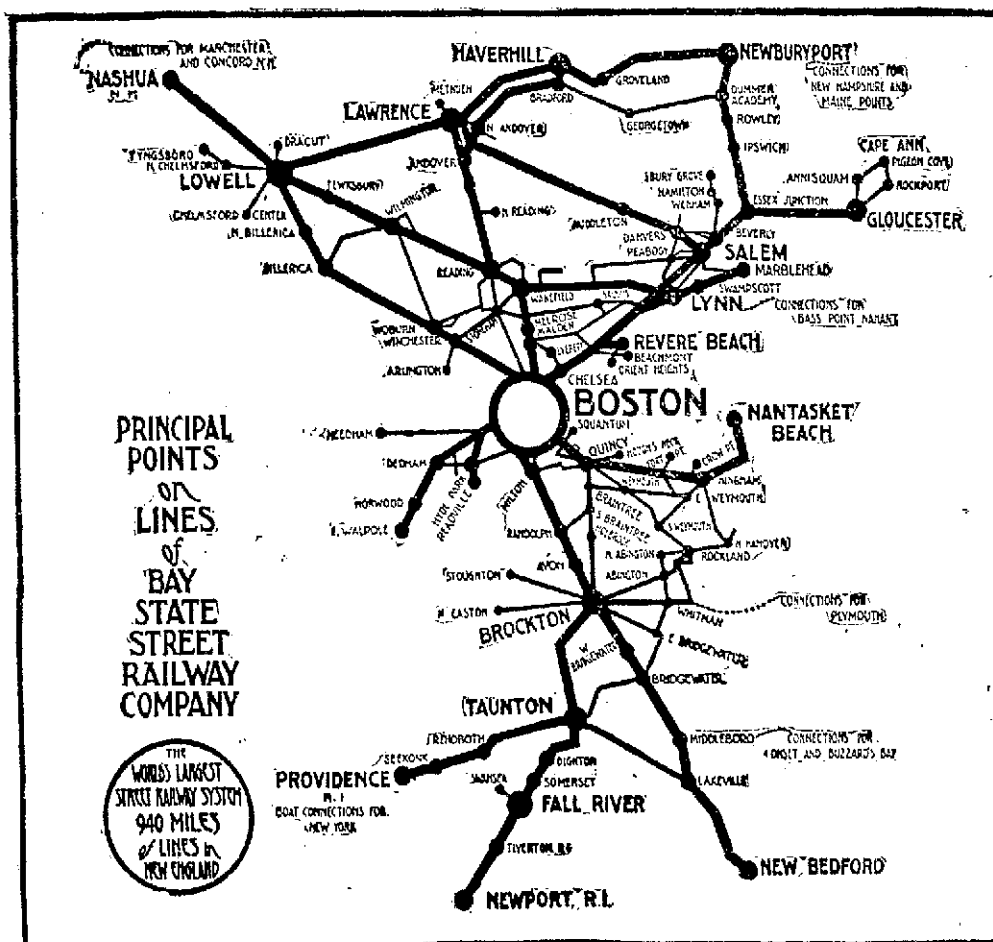
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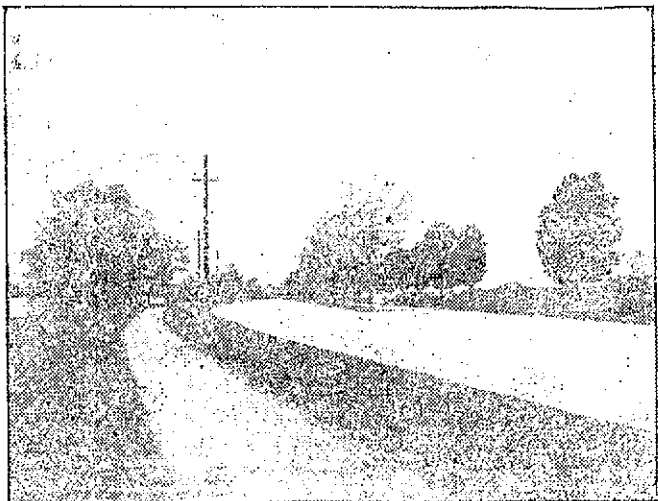
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MERRIMACK SQUARE TEL. 3220

MARK J. McCANN, 92 Gorham Street

LOWELL THE CITY FAIR AND FAMOUS



PAWTUCKET BOULEVARD

Rev. Theodore Edson and for fifty-nine years he served in that capacity. He was highly esteemed by all and always willing to serve the best interests of the people of the community. The church is said to have cost in the neighborhood of \$16,000. It was consecrated by Bishop Griswold in the year 1826. There is in the tower a chime of 11 bells, installed a little more than 25 years after the erection of the

edifice. Their cost was more than \$4,000. Their tones were excellent and the chimes of St. Anne's are still famous throughout this section, the citizens listening for them particularly on the eve of Christmas and New Years. In speaking of the origin and development of St. Anne's church, it would be unjust to omit mention of Rev. A. St. John Chambré, who succeeded Dr. Edson as pastor. Rev. Dr. Chambré

became the second rector of St. Anne's on May 15, 1884, and continued in that capacity until a few years ago, having filled the office of rector in a most commendable manner for more than a quarter-century. During that period he was very prominent in the affairs of the city, and enjoyed great popularity. He was succeeded by the present rector, Rev. Appleton Grannis, a most estimable man, and one who has done much for the promotion

John's in Gorham street and the House of Prayer.

THE FIRST BAPTIST CHURCH
was organized in February of 1826 and the church building was constructed the same year. This edifice is quite a large one and also familiar to every resident of Lowell. The cost of building this church was \$10,000 and the edifice was dedicated on November 15, 1826, at which time Rev. John Cookson was installed as pastor. This church

dates also from the year 1826, which is the most important in the history, being the year in which Lowell was incorporated as a town. In July, 1827, an organization called the First Universalist church was set on foot and they later built a house of worship. We cannot go into detail regarding the founding of all the churches in the city, but having thus started the reader with the early history of organized religious worship in the city, we will

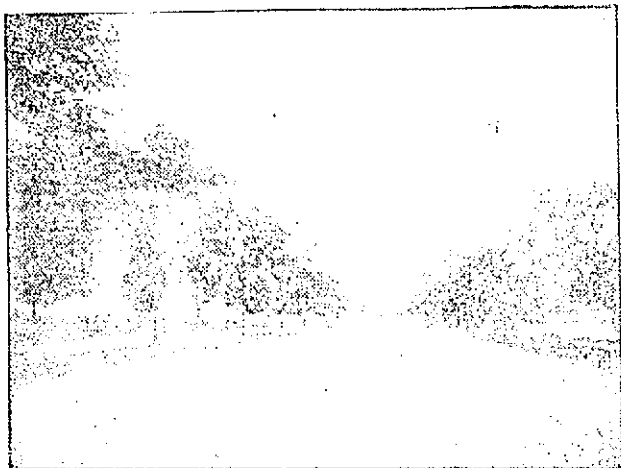


FAMOUS HAIRPIN CURVE, PAWTUCKET BOULEVARD

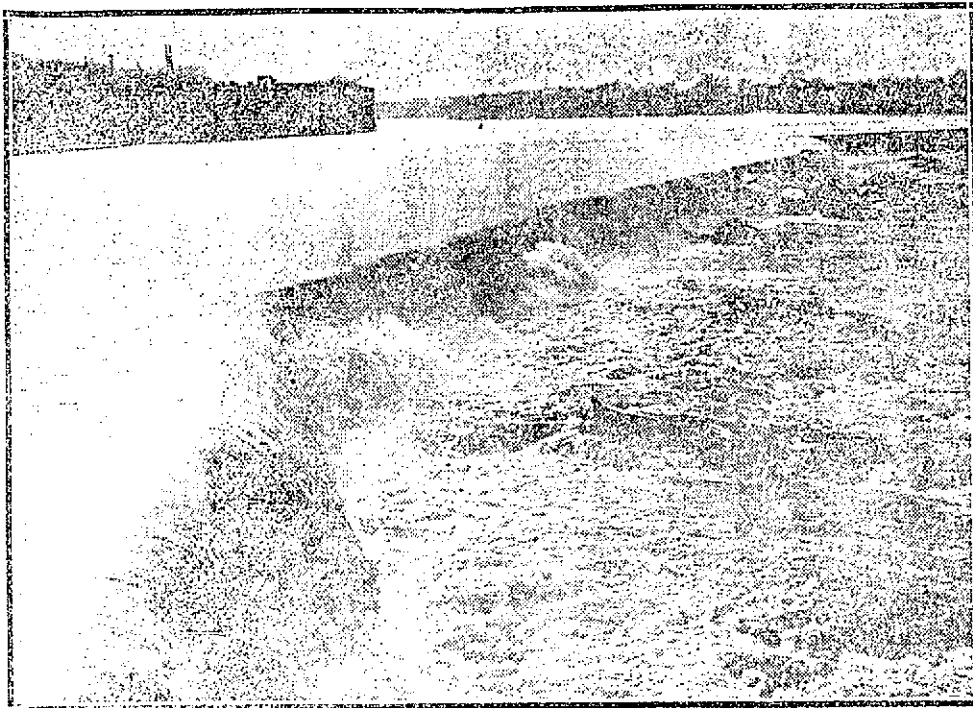
ed in the city was

ST. PATRICK'S CHURCH,
constructed in 1831. Previous to that year people of the Catholic faith had been coming to settle in Lowell, attracted by the growing industries. For a time they attended the services celebrated by the priests who had also come to Lowell, these services being

fortunate enough to obtain. The need of a church became more and more apparent, with the increasing numbers. The clergymen came to this city from the neighboring towns and Rev. John Mahoney celebrated mass in Lowell as early as 1822. The first church building of St. Patrick's was replaced in 1854 by a splendid new edifice of beautiful architecture and this was conse-



SPEEDWAY PAWTUCKET BOULEVARD

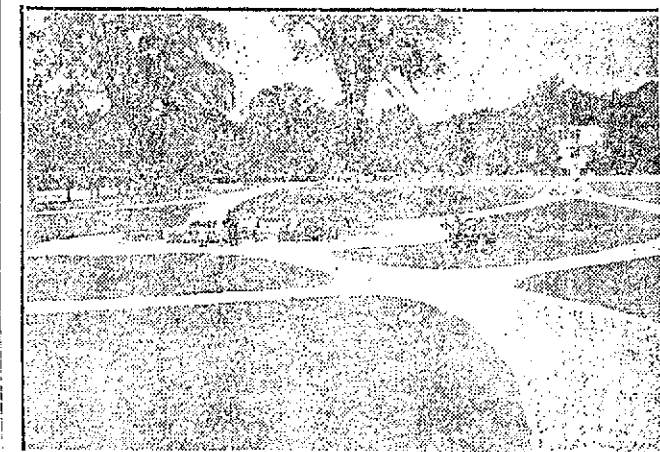


PAWTUCKET FALLS IN SPRINGTIME

of church interests in Lowell, both through his ability as pastor of the church and as a prominent factor in the promotion of churches in the city. His efforts have in a special manner been directed toward the promotion of larger church attendance was the First Congregational, the regardless of denomination. The words of the Federation, "Every man, woman and child go to church on Sunday," are familiar to almost every resident in the city.

prospered as did the others. Other Baptist churches were afterward organized, and the various organizations grew as the population and religious spirit increased. Another church established in 1826 was the First Congregational, the building being erected in 1827 on land donated by the Locks and Canal

were simply that given such an impetus from the earliest days of the town of Lowell, the work of church building was continued with ever increasing interest by the various societies which were organized. Today the members of every sect can point with pride to the various edifices not because of their magnificent appearance alone but because of the solid and wholesome spirit which they represent. The first Catholic edifice to be erect-



SCENE IN ROGERS FORT HILL PARK

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NASHUA, N. H.

104 MERRIMACK ST.
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Walls
Bulletin
TO LET

ONE OF OUR
CALENDARS
IS WORTH
HAVING

SOME WORK WE HAVE DONE
IN LOWELL

Interior fixtures in D. L. Page Co.'s store and restaurant, Snyder hat store, Delorme's hat store, Brooks Bros.' store, G. and G. Pant Makers.

A. E. JOHNSTON

599-605 DUTTON STREET

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BUILDER, WOOD TURNING, BRACKETS,
STORE AND OFFICE FIXTURES, WOODEN
TANKS AND ROLLS OF ALL KINDS. STORE
FRONTS AND INTERIOR CONSTRUCTION A
SPECIALTY.

SOME WORK WE HAVE DONE
IN LOWELL

Plate glass fronts in stores in Tyler block. Partitions in Sun building. Cabinets in Caesar Misch store, Snyder's hat store and many others.

LOWELL THE CITY OF CHARACTER

erated in that year by Bishop Fitzpatrick of Boston, assisted by Bishop O'Riley of Hartford.

With the continued increase in the number of

THE CATHOLICS IN LOWELL.
with but one church, St. Patrick's, the parishioners met in general session some years later to consider the advisability of erecting a second church to accommodate those living in the other part of the city. There was some op-

second church was most desirable.

A site was selected at the corner of Gorham and Appleton streets, where stands the present postoffice building, and there the new edifice was erected, a building committee being in charge of the direction of the work. The first services were held on Christmas day of 1842, Rev. Fr. Conway, previously of St. Patrick's church, took charge of the new St. Peter's parish. The new church, like the other,

of the most magnificent in the diocese.

The church of the **IMMACULATE CONCEPTION** was founded in 1858. In that year Bishop Williams had a conference with Rev. Fr. Vandenburg, provincial of the Oblate Fathers in Canada, with a view to securing a Canadian priest to take care of the rapidly increasing French-Canadian population of Lowell. Father Vandenburg sent two priests to Lowell,

until the many magnificent edifices which we have today were constructed. The French people have also erected splendid churches. That of St. Jean Baptiste, which was recently almost destroyed by a conflagration, was one of the city's most attractive houses of worship. This church is being reconstructed and when completed it will be more beautiful and substantial than ever.

Practically every nationality in Low-

reason to be proud of their city as viewed from the standpoint of religion, in view of the ample accommodations for religious worship. There is no necessity of naming each church of each denomination. Suffice it to say in regard to all generally that the pastors are most active and are laboring for the best interests of the city and to promote the worship of God among the citizens.

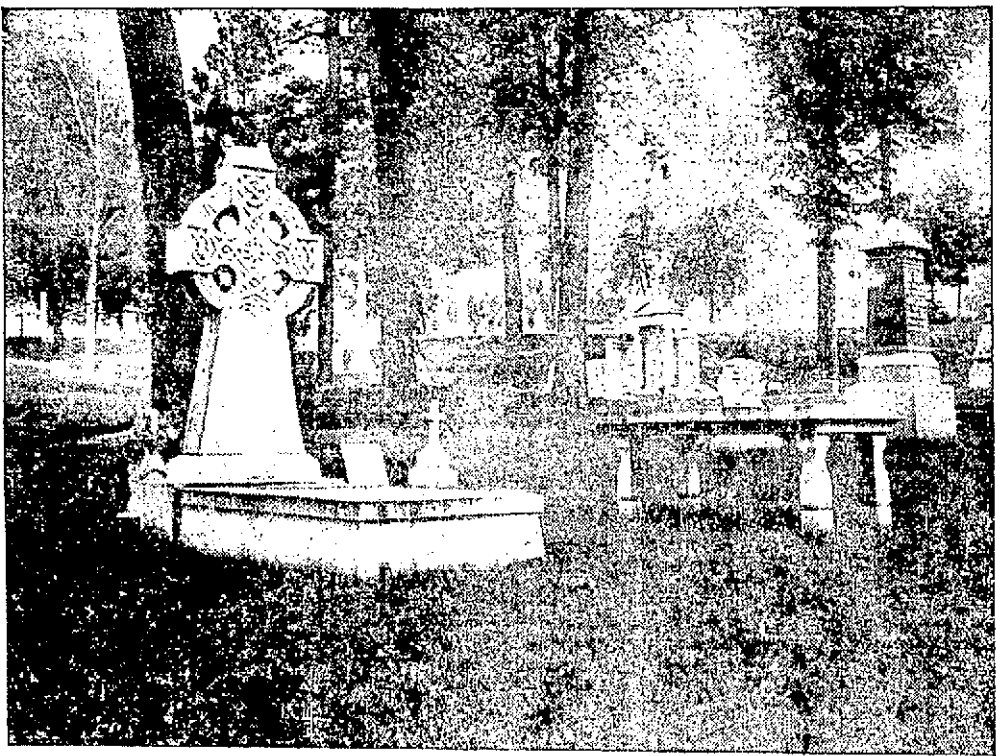
Today Lowell's list of churches

Immanuel church, Swedish church, Worthen Street church.
Congregational: Eliot church, First church, First Trinitarian, French church, High Street church, Highland church, Kirk Street church, Pawtucket church, Swedish church, Pilgrim Chapel.

Methodist Episcopal: Central church, Centralville church, First Swedish church, Highland church, St. Paul's church, Worthen Street church, First

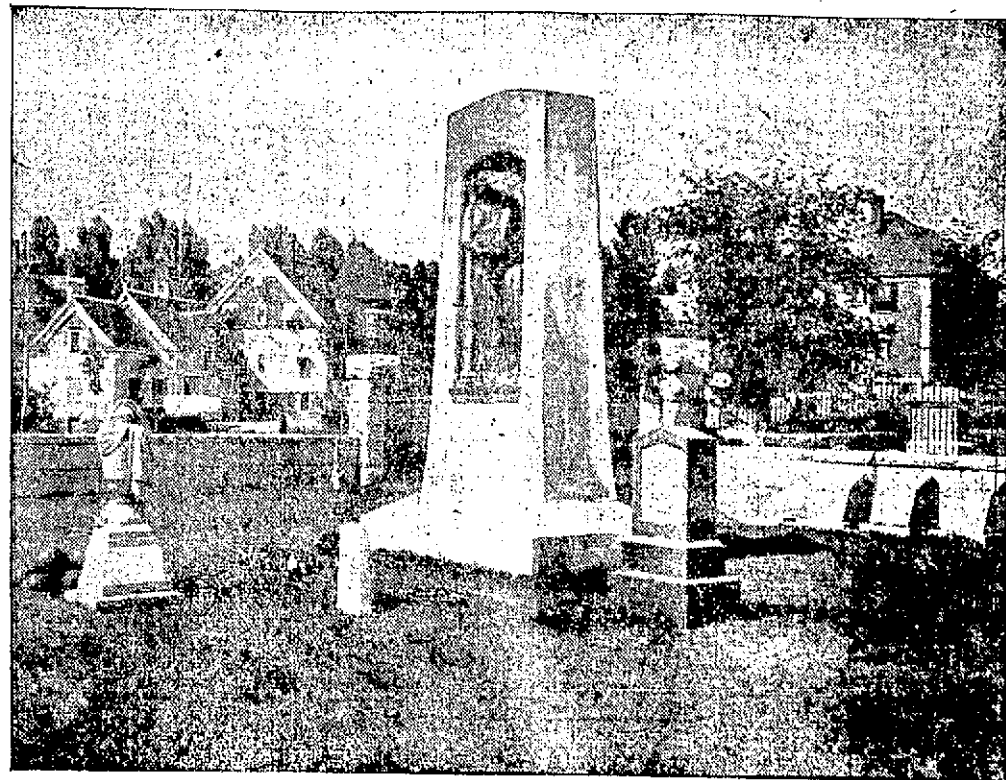
Unitarian: First Unitarian church. Universalist: First church, Grace church.

Other religious societies: Advent Christian church, Christadelphians, Christians, Coburn Mission, First Church of Christ (Scientist), First Evangelical church, First Pentecostal church, First Spiritual society, Free church, French Baptist Mission, French Methodist Episcopal Mission, Greek Mission, Holy Trinity church, Holy



TOMB OF THE LATE GOV. FREDERIC T. GREENHALGE

THE LAST
RESTING PLACE
OF
TWO FAMOUS
LOWELL
MEN



TOMB OF THE LATE GEN. BENJAMIN F. BUTLER

position to any division of the parish, but finally the matter was definitely decided upon at a special meeting. Bishop Fenwick was the presiding officer at this and he was impressed with the arguments presented by those who were in favor of the erection of a second church. To test the minds of those assembled, he called upon those who would be willing to subscribe \$100 each to the building of a new church, to arise. Some 70 or 80 men arose and this convinced him that a

crew and prospered to such an extent that it soon became evident that a new and larger edifice would be necessary. The authorities then decided to seek a location farther south on Gorham street, and accordingly disposed of the site of the old building to the federal authorities for the erection of a new postoffice. The corner stone of the new St. Peter's church was laid in September, 1862, on a Sunday afternoon. The building was completed during the year 1866 and is now one

namely Rev. Andrew M. Gurn and Rev. Fr. Sadler. These clergymen resided at St. John's hospital. They conducted services in St. John's chapel, and with such a beginning, established the parish of the Immaculate Conception. Like the other parishes, a new church became necessary in a short while, and the beautiful edifice which we have today was built. The Immaculate Conception has, perhaps, the most beautiful grounds of any similar place in the city.

The building of churches continued

ell has its church. The Greeks built the attractive structure at the corner of Lewis and Jefferson streets; the Lithuanians and the Portuguese are very well taken care of in their own edifices. The city has in all 74 churches. All are well attended and all reflect the spirit of their builders. Among the most recently constructed Catholic churches are St. Margaret's in the Highlands and St. Columba's in Pawtucketville.

The citizens of Lowell have every

includes the following:

Roman Catholic: St. Patrick's, St. Peter's, Immaculate Conception, St. Michael's, Sacred Heart, St. Margaret's, St. Columba's, St. Jean Baptiste, St. Joseph's, St. Louis', St. Marie's, Notre Dame De Lourdes, Lithuanian church, St. Anthony's church, St. Casimir church (Polish National).

Baptist churches: Calvary church, Chelmsford Street church, Fifth Street church, First church, First (Free) church, Hadley Street (Free) church,

Primitive church, Lawrence Street Primitive church.

Protestant Episcopal: House of Prayer, St. Anne's church, St. John's church.

Presbyterian: First church, Westminster United Presbyterian church. Lutheran: First Evangelical church, Swedish Evangelical church.

Jewish: Khiloh Jacoba Synagogue, Ohabe Shalom Synagogue, Ohel Shalom Synagogue, Sons of Montefiore Synagogue.

Trinity Greek church, Mazdaznan Temple, People's church, Protestant Armenian Congregational church, Salvation Army, Seventh Day Advent church.

EDUCATIONAL INSTITUTIONS

Lowell people have an honest and thoroughly reasonable pride in the city's educational institutions, from the schools of the lowest grade to the very highest. The school system of

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The Sun Building, the new home of the Lowell Sun, is equipped with two **OTIS ELEVATORS**, chosen for this and most of the world-renowned buildings in this country and abroad because of their superior structural and operating qualities.

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OUR LOCAL INDUSTRY

The Lowell telephone exchange is a local industry. The plant is firmly rooted here. It represents many thousands of dollars invested in poles, wire, cables, conduits, switchboards, etc.—dollars that would shrink to small fractions if this delicate and costly plant were not maintained at a high degree of efficiency.

The exchange's welfare is to a large degree dependent upon Lowell's welfare. As Lowell prospers, the exchange prospers. More business for Lowell means more telephone business, and more telephones mean more workers to install and operate them—workers who largely are local residents, whose expenditures help local business.

Our Company is a part of the great Bell System, which connects 75,000 cities or towns in the United States. **BUT OUR SUCCESS AS AN EXCHANGE—AS A UNIT OF THIS GREAT SYSTEM—IS JUDGED BY WHAT WE DO HERE IN LOWELL AND FOR LOWELL.**

We have every incentive of selfish or civic interest, therefore, to work for efficient telephone service for Lowell, not only that our work may receive official recognition and reward, but also that our friends and neighbors may be well served, and that these local industries whose patronage furnishes us our bread and butter may have our hearty co-operation and support.

It is in this spirit we seek additional patronage, and express a desire to receive suggestions that will make the service of the Lowell Central Office a matter of even greater local pride.

C. J. LEATHERS, Manager.

LOWELL THE CITY OF AMBITION

the "Spindle City" is a wholly adequate one, embracing a large number of buildings. There are classes for everybody, and even at the present time, plans are under way for the erection of new buildings, both for public schools, and for parochial institutions. We are going to take another rapid mental jaunt back into the early days for a brief survey of the origin of Lowell's very commendable school system.

In our previous journey into the

people of the present generation have difficulty in imagining, the town of Chelmsford had two district schools, one of them situated on the old Chelmsford road and the other near Parnett Falls.

SCHOOLS IN CHELMSFORD.

For the real origin of the schools in Chelmsford, we can, of course, go back several centuries to the arrival in this country of the

leaders in the elementary subjects. Later, in 1629, a school dame was employed in teaching the young people of the community, most likely in her own house, and a little later a school was established in the house of Jonathan Bowers, in Wood street. The first schoolhouse was situated near the cemetery between Branch and Middlesex streets, and what is now School street derived its name from that school, so we are told. In about

a means of education for the children of its employees, the Merrimack company in 1721 established a school, erecting the school building on the site of the present Green school. This institution was under the direction of Rev. Theodore Edson. The following year a similar school was opened by the Hamilton company in Middlesex street. Both corporations defrayed all the expenses in connection with their schools.

Lowell was incorporated as a town

mill; this latter being called the Red Schoolhouse; No. 5, on Central street, south of Third street. In March, 1827, this last district was divided, making the portion on the east side of Central street district No. 6.

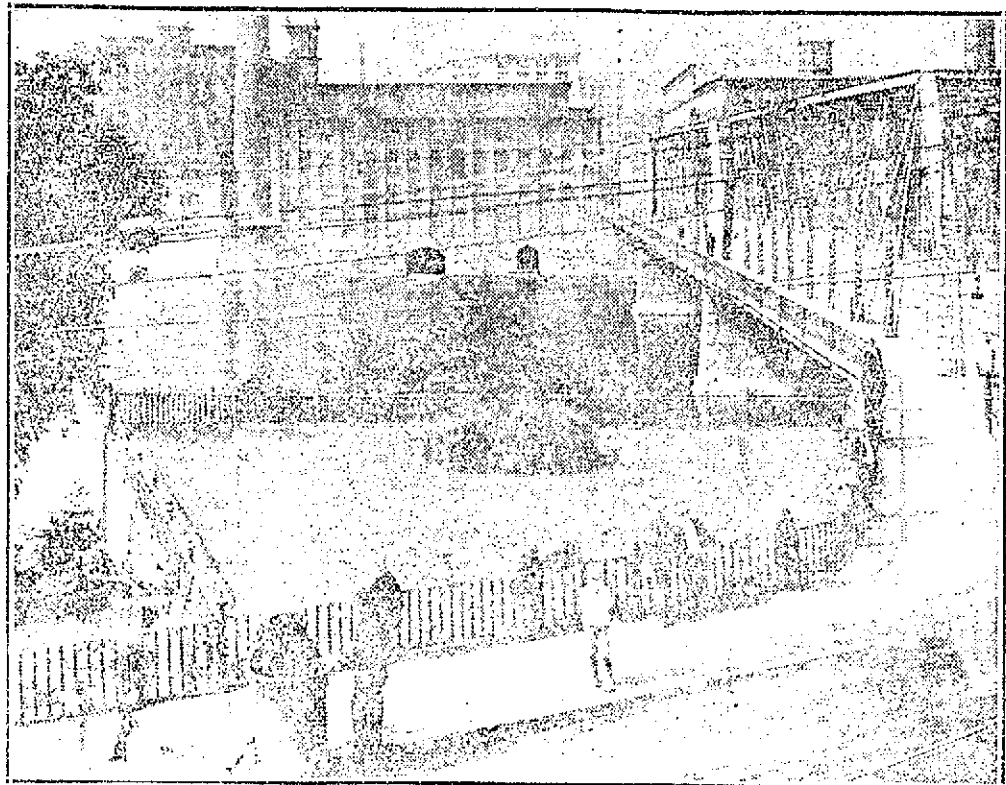
It is interesting to notice that the sites of some of the present school buildings were in the city's early days, sites of the district schools. Such, too, is the case with regard to some of the other public buildings.

Later the necessity of a grading of

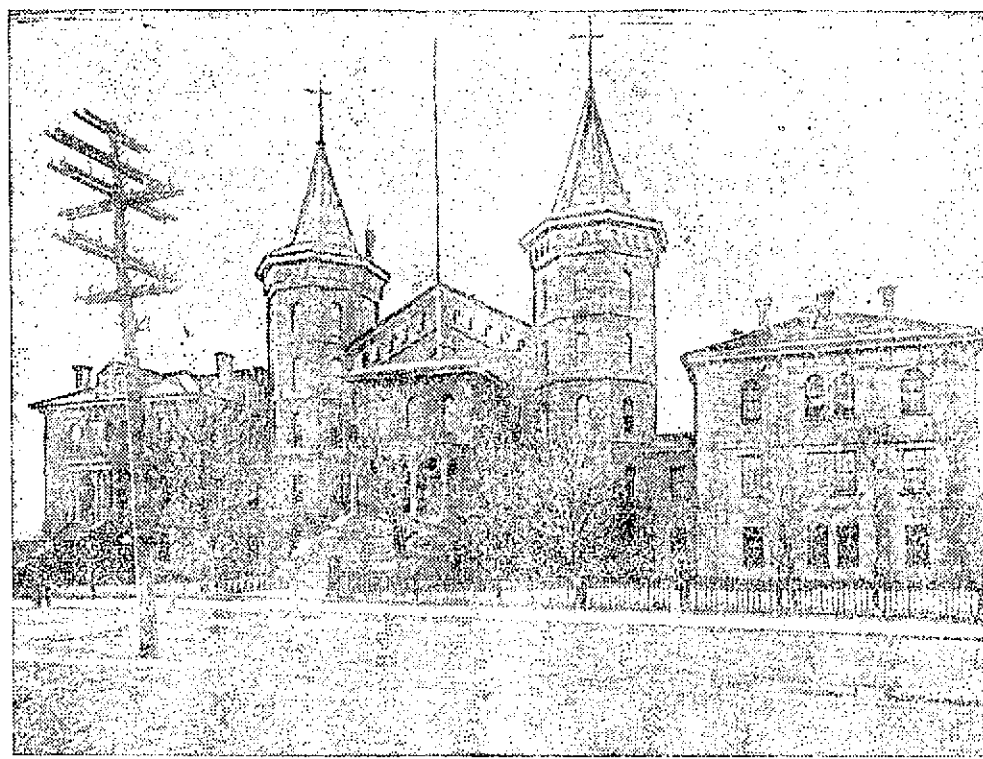
finished and accepted in 1833.

The recognized type of school structure at that time was far different from that of our present day. The schoolhouse in the main consisted of one large room, with one or two smaller recitation rooms on each floor. Sometimes there was on each floor a separate school with a separate principal. In the year 1856, however, a general remodeling was begun and the buildings were provided with addition-

were built between 1840 and 1853. There were, too, many changes in the methods of education, the courses were formed so as to better serve their purpose. Colburn's arithmetic was published, and was a great factor in the revolutionizing of the methods of teaching that branch of mathematics. Lack of suitable space forbids particular mention of each and every factor in the forming of Lowell's splendid educational system. The histories de-



CENTRAL BRIDGE FROM VARNUM PARK



THE COUNTY JAIL AT LOWELL

past, we have, in nearly every case, been obliged to go back to the Merrimack and the first of the corporations founded in this city, which to do so, is to trace practically the means of carrying a city to be built on an industrial site, was the most prominent factor in her equipment, and subsequent growth. Likewise, to trace the schools from their origin we must start from the founding of the first corporations.

Long ago, when it was a paper mill, the Chelmsford road which heads children were taught by the town's

first of those hardy settlers from across the water, who braved all the dangers of the deep and of an unknown and unsettled country to build new homes and establish a new community. They represented a high standard of education, far superior to that possessed by any other similar body of immigrants that we know of. Being truly educated, naturally practically their first thought on becoming settled, was of

schools. At first it is believed that the children were taught by the town's

the year 1800 three new ones were built, one at Middlesex, another on the site of the present Plain Street schoolhouse, and the third on the site of the present Corporation hospital in Parnett Falls. These formed one district of the town of Chelmsford and accounts state that the appropriation made for their maintenance in 1825 was \$11,710.

An increase in population followed immediately the beginning of the mill construction here in 1823. To provide

in 1826 and at the meeting, the matter of schools was a principal topic of discussion. It was voted to divide the town into five school districts. A committee of five including Oliver M. Whipple, Warren Colburn, Henry Colburn, Dr. Nathaniel Wright and John Fisher, was selected to attend to this duty. The town was divided and the schools distributed as follows: No. 1, on the site of the present Green school; No. 2, the buildings now known as the

EDSON AND BARTLETT schools were then erected. They were

impressed upon those who were devoting their energies to the establishment of a satisfactory educational system. The champion of the cause of new school buildings and a greater appropriation was Rev. Dr. Edson and he won a splendid victory. The town voted \$29,000 (do not those words save) or of the reports of present day municipal council meetings?

of the present Green school; No. 2, the buildings now known as the

al rooms, usually about eight in number. The schools, too, were graded by years, following a system very similar to that of our present day.

Then with the continued increase in population,

OTHER SCHOOLS

were constructed. The Moody school, then on East Merrimack street, was built; the Franklin, now the Highland; the Green, then in a building in Middle street; the Mann, Colburn, Varnum, and the old Dracut Academy, all

scribe the growth and development in detail, mentioning the various dates of importance. The school committees were hard workers and deeply interested in the establishment of a creditable system. They strove to this end, and to one familiar with the schools as they are at present, there can be no doubt that their efforts were fruitful. Today Lowell's educational resources combined into one unit, which with some improvements already under way will constitute an excellent system.

In 1829 the statute law, which had

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Old Lowell National Bank

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OF LOWELL, MASS.

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Organized as a National Association, January 17, 1865

CAPITAL - - - \$250,000

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Quarters Commence Second Saturdays in February, May, August and November

Appleton National Bank

176 CENTRAL STREET

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MERRIMACK, COR PALMER ST., LOWELL, MASS.

LOWELL THE CITY OF SPINDLES

previously required a high school in time. The present high school of every town containing 100 families, with its various departments, was revised so as to require such a school. The original plan of the school only where there were 100 families, and the present plan is a modification of the original plan. The school is now a high school, and it is a fact that there were not 100 families in Lowell, Mass., at the time the school was first organized. A high school was recommended, however, in spite of the fact that there were not the required number of families. The school was organized in 1834, and it is a fact that there were not 100 families in Lowell, Mass., at the time the school was first organized.

and at the present time the students number about 170 boys and more than 100 girls. At the outset, portions of the Mann school, Bartlett, Merrill and the Moody school were used for the industrial school, and at the present time the institution occupies the whole of each of these buildings, with the possible exception of the Old Moody school. A movement toward the building of a new industrial school was

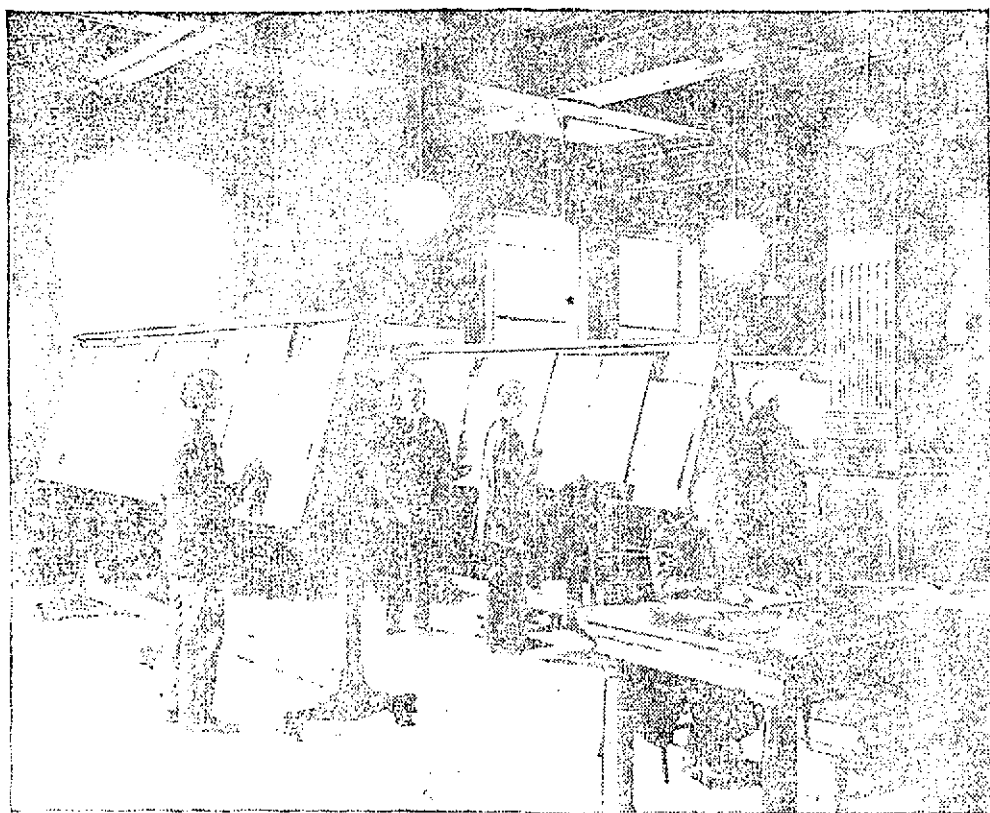
started some time ago by Mr. Campbell, and the school board and in fact the city of Lowell, has been active in the matter. The school board has been active in the matter, and the city of Lowell, has been active in the matter. The school board has been active in the matter, and the city of Lowell, has been active in the matter.

need was supplied by volunteers, of which there were about 50. The attendance amounted to 500 and the schools were kept open two evenings each week. This was successful for a time, but afterwards the charitable organizations once more opened evening schools. Then, aided by further action of the legislature, one of these schools, attendance at the evening schools compulsory for all minors over

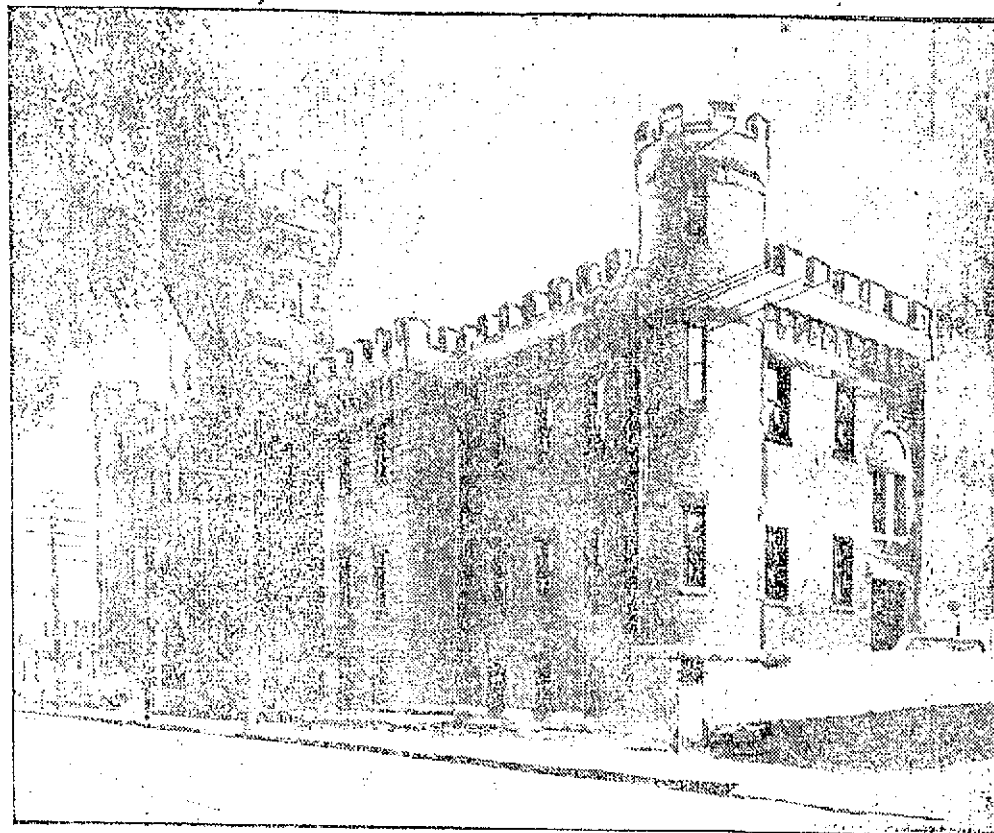
14 years of age. This largely increased the attendance until in the year 1893-4 it averaged 1,312. Then several years later, the evening high school was opened in a hall in the building of the green school. The location of this institution itself persevered.

These evening classes. The teachers are Brother Edmund, assisted by business men who are members of the Y.M.C.A. or parish. This school of evening classes, so successful in case of the wholesome interest of the young men of the society should give an excellent example to similar organizations to follow. There is another prominent factor in the educational system of Lowell, and that factor is all the more worthy of mention and commendation because of the fact that its work and efforts are unrewarded in any earthly form; that factor is

THE PAROCHIAL SCHOOLS
system of institutions built and supported by the various Catholic churches throughout the city, the teachers of which are for the most part members of religious orders, the Brothers or the



SCENE IN LOWELL PUBLIC READING ROOM



STATE ARMORY AT LOWELL

December 1841. The Lowell Public Reading Room was the first of its kind in the city. It was organized by a group of men who were interested in the education of the young men of the city. The room was located in the building of the green school. The location of this institution itself persevered.

ment and flourishing of Lowell's educational system. The school board and in fact the city of Lowell, has been active in the matter. The school board has been active in the matter, and the city of Lowell, has been active in the matter.

one. The school committee of the following year promptly took advantage of the new law and established two public evening schools, which had previously been conducted as private evening schools by one Rev. Horatio Wood. Then Mr. Wood was continued in charge of the institutions. The appropriation for expenses of the evening schools was \$100, a sum too small to pay for teachers, and this

14 years of age. This largely increased the attendance until in the year 1893-4 it averaged 1,312. Then several years later, the evening high school was opened in a hall in the building of the green school. The location of this institution itself persevered.

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THE PAROCHIAL SCHOOLS
The parochial schools throughout the country as well as in Lowell have received nation wide commendation and recognition by all sects, as performing in the best possible manner the duties of educating the young. In Lowell there are many such institutions, and they are all flourishing, reflecting the spirit which inspired their founders. The growth of the Catholic popu-

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LOWELL THE CITY OF REPUTE

lation of Lowell was rapid, as was shown in the history of the building of the churches. It was not long before plans were started for parochial schools, the pastors recognizing the need of institutions for the furthering of the Catholic system of educating the young people of the various parishes. Between the years 1880 and 1890 several of these parochial schools were organized, including the Immaculate Conception school, in charge of the Gray Nuns; St. Patrick's parochial

sisters have the distinction of having founded the first parochial school in Lowell, the institution being conducted in connection with St. Patrick's church. In 1854 the sisters founded the academy of Notre Dame, which is located on Adams street, a girls' school, very well known throughout the country. Today this is a flourishing institution and the list of students includes many from distant parts of the country, who come to Lowell to receive the benefits of the excellent training of this school. The Sisters of Notre Dame also teach

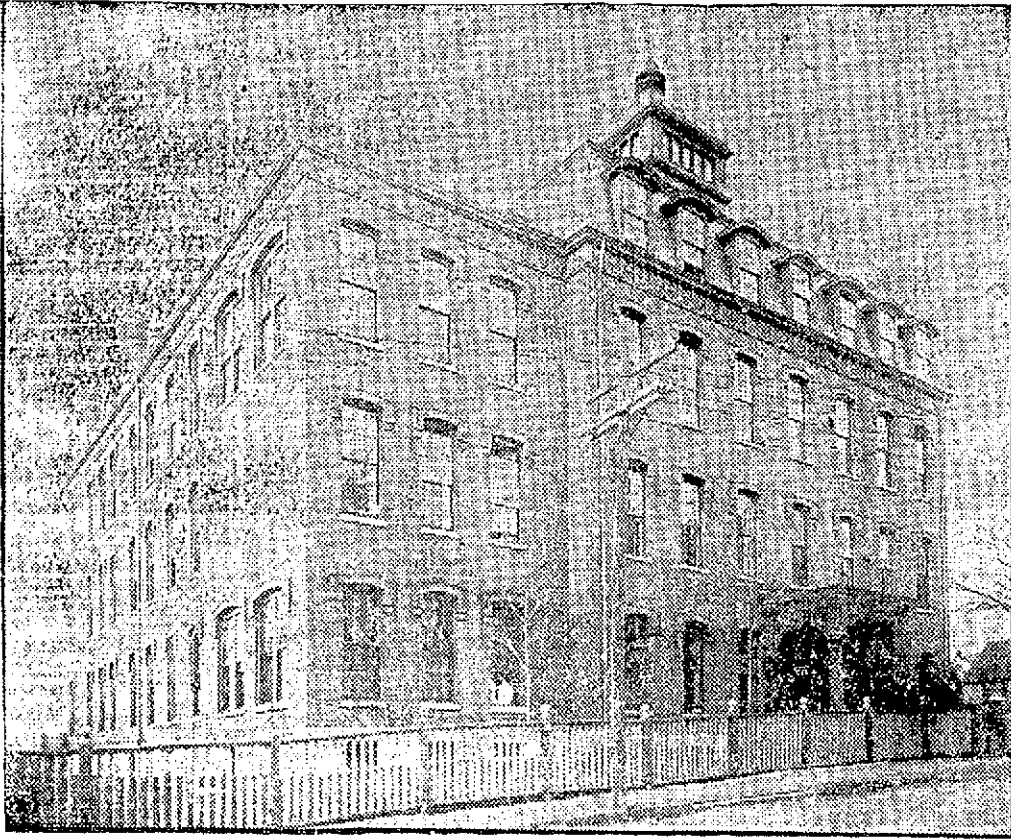
ture, located in Gorham street. This building is, perhaps, as well equipped as any of the Lowell school buildings, and has the benefit of the newest and most modern construction. Another excellent educational institution is St. Joseph's college at 764 Merrimack street, in charge of the Marist brothers, and having nearly 900 pupils. This college was organized in 1832, and like the others, has grown and prospered, due to the perseverance and study of those in charge. So, the parochial schools of Lowell

best teachers in the country, and under the state management it has been most successful. The number of pupils has been large, and the manner in which the school trains its students for the work of teaching is well known and acknowledged by all who have come in contact with its graduates. There are several courses, among the important branches being that which prepared the students for positions as supervisors of music. There is the practical teaching experience in the Bartlett grammar school afford-

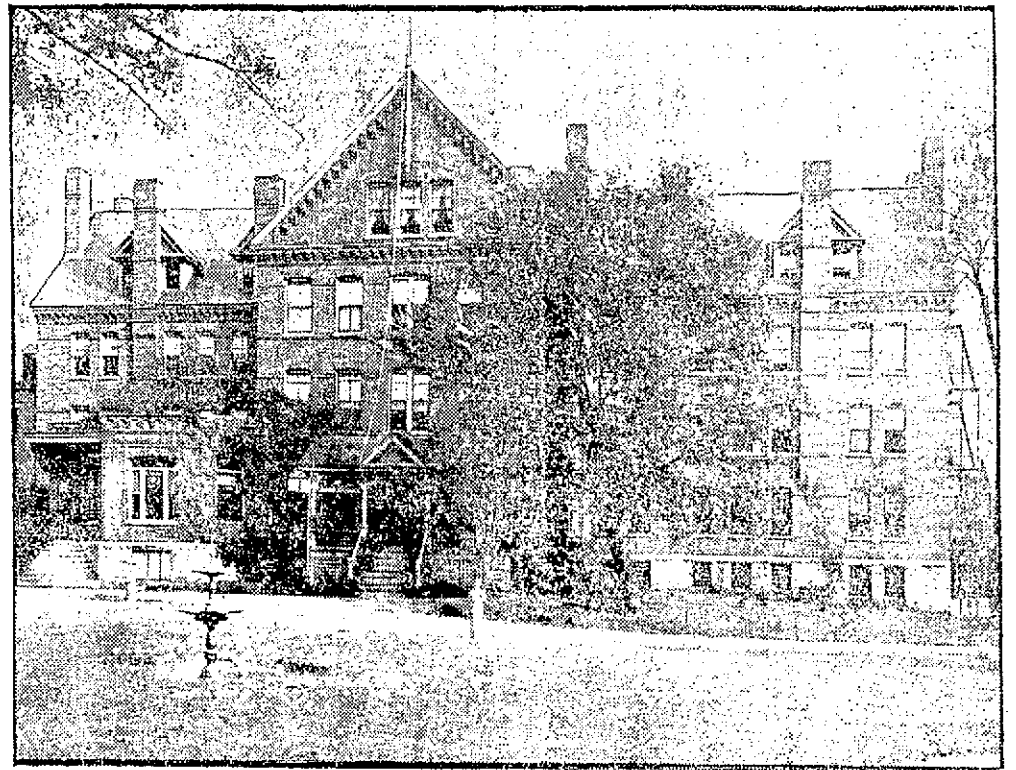
the progressive board of trade of the city conceived the idea of establishing a textile school in this city, finding the necessity for it in the textile conditions of Lowell, the manufacturers, etc., and in the fact that such a school would provide for the needs of the textile industry throughout the commonwealth. Accordingly, members of the board of trade and the agents and treasurers of local mills and of the corporations of Merrimack valley in general, got together and formed the first plans for the establishing of such

education, from this and other sources. It was planned to establish a school of thorough instruction in textile theory and art, rather as a state than as a city institution. An act was passed by the legislature allowing all cities having 450,000 spindles to have a textile school and granting to each \$25,000 on condition that the city itself contributed a like amount. Lowell was the first city to form a corporation under this act, and this was effected in June of the year 1895, the incorporators being Augustus Lowell, A. G.

arranged so as to bring the best possible results. Today the school confers two degrees, having been allowed to do so by acts of the legislature. The degrees are "Bachelor of Textile Engineering," for a four years' course, and "Bachelor of Textile Design," in connection with the chemistry course. There are, besides, the regular three year diploma courses in textile engineering, chemistry, wool and cotton manufacture, etc. The equipment of the school has



ST. JOHN'S HOSPITAL



CHELMSFORD STREET HOSPITAL

school for boys, in charge of the Anselm brothers; St. Joseph's parochial school for girls, in charge of the Gray Nuns of the Cross, and several others, which were organized and opened later.

THE SISTERS OF NOTRE DAME came to this city on September 11 in the year 1852, through the efforts of Rev. Fathers John and Timothy O'Brien of St. Patrick's church, who realized the value of the work of the sisters for educational purposes. These

the boys of the two or three lower grades in St. Patrick's parochial school.

In the same manner in which the history of the other schools was recounted, grew and prospered the parochial schools, under the direction of the pastors of the various churches, until we have the very extensive and praiseworthy system which is doing so much for the city today.

The most recent addition is the new parochial school of St. Peter's parish. The courses at the Normal school have a fine institution in a splendid struc-

form a most important part of the history of Lowell's educational system, having in a comparatively short period, grown to a remarkable extent.

Still another prominent Lowell educational institution which deserves special mention is the

STATE NORMAL SCHOOL

in Broadway, which was opened in 1857. The building of this school in Lowell was a big event for the city. The courses at the Normal school have been built up, and developed by the

ed the students during their course, and this, too, has proven most advantageous.

This story of Lowell and especially the section which is devoted to an outline of Lowell's educational system, would not be complete without some description of the work and growth of the

LOWELL TEXTILE SCHOOL.

which is in every way the pride of the city. Prominent citizens and members of

an institution. An association for the establishing of such a school was soon formed. Hon. Frederick Lawton kindly volunteered his legal services and two bills were prepared to be submitted to the legislature of 1895. About this time the officers of a Philadelphia Textile department of the School of Manual Art of the Pennsylvania museum, made an extensive display of their work at the annual meeting of the National Association of Wool Manufacturers held in Boston and remarkable interest was aroused in textile

Cummock, Edward W. Thomas, Charles J. Hildreth, William S. Southworth, Eugene S. Hyman, A. G. Pollard, Jacob Rogers, Frederick S. Clark, Alvin S. Lyon, Frederick Lawton, Edward W. Atkinson, Thomas Walsh, Haven C. Perham and James T. Smith. A. G. Pollard was elected president, A. G. Cummock was elected treasurer, and James T. Smith

clerk. The attendance during the first term was in every way encouraging. Committees were formed, trustees elected, and the general affairs of the school

been constantly augmented until today it is a real mill in itself. The machinery and all accessories are of the latest and most modern design and following the newest ideas in the textile industry. The principal of the school is Charles H. Jones, and he is assisted by a very capable faculty. The student receives with the theory and the practical side of the industry. The graduates are now in most cases holding responsible positions throughout the country, in the textile field.

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Some of the Companies Represented	Surplus over and above capital and liabilities.	Assets.
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NIAGARA-DETROIT	3,964,710	10,744,785
ST. PAUL FIRE & MARINE.....	3,213,966	9,464,890
BOSTON	2,531,430	6,384,742
GERMANIA	2,596,267	7,260,197
PENNSYLVANIA	2,326,053	8,002,962
WESTCHESTER	1,278,771	5,218,653
WESTERN	1,053,889	2,578,165
MONNHEIM	325,980	872,850

AND 21 OTHER RELIABLE COMPANIES All Claims Promptly and Satisfactorily Adjusted

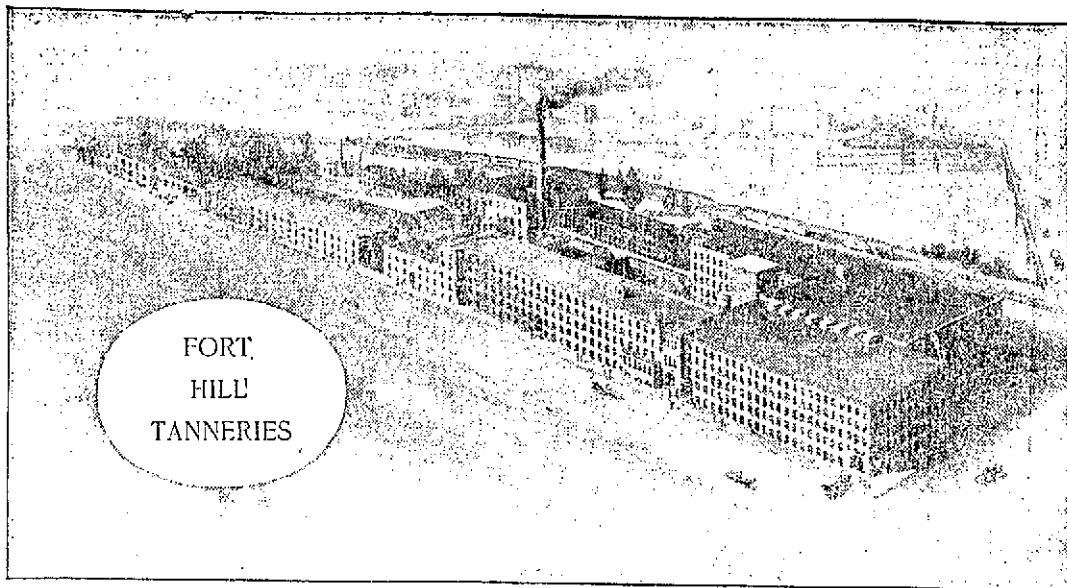
WE WRITE

FIRE FLYWHEEL BOILER
AUTOMOBILE FIRE
GENERAL LIABILITY
USE AND OCCUPANCY
PHYSICIANS LIABILITY
AUTOMOBILE COLLISION
AUTOMOBILE PROPERTY DAMAGE
WORKMEN'S COMPENSATION
HEALTH AND ACCIDENT
AUTOMOBILE LIABILITY
BURGLARY AND THEFT
SURETY BONDS
RENT PLATE GLASS LIFE

INSURANCE

AMERICAN HIDE AND LEATHER CO.

The Largest
Producers of Calf
and Side Upper
Leather in the Very
Finest Qualities
of Tannage and
Finish



The Largest
Producers of Calf
and Side Upper
Leather in the Very
Finest Qualities
of Tannage and
Finish

The Lowell, Mass. Factory of the American Hide and Leather Co.

Is noted and stands foremost for two things: Developing the Greatest Amount of HUMAN SKILL in the art of Tanning; and what goes logically with this skill, the production of the finest and best upper leather for Shoes to be found anywhere in the world.

HERE BELOW ARE FIVE LEADERS THAT ARE MADE IN THIS TANNERY

TAN ROYAL is the most excellent colored Chrome Calf Leather, four shades—No. 4 Brown, No. 8 Tan, No. 12 Coffee, No. 16 Mahogany. These colors are permanent. The grain is smooth and mellow with remarkable strength and stability. Polishing and dressing adds richness to the color. TAN ROYAL unites all the qualities desired for fine calf leather. It is used extensively in the leading lines of fine shoes.

ROYAL KID is the highest grade Black Chrome Calf Leather with a dull, smooth finish and a natural grain of the finest soft and pliable texture. This tannage is also extremely durable and is used for the best quality men's and women's shoes. It is similar to Tan Royal Calf Leather with the exception of color. ROYAL KID is the leather which has the fullest confidence of the leading shoe manufacturers in the United States.

BRONKO PATENT is the leading high-grade Patent Leather and has occupied first position for many years, enabling the shoe manufacturer to make perfect Patent Leather Shoes. Its fibre is lively and strong because it has never been degreased or snuffed; its finish is rich, black, and lustrous. Bronko is suitable for men's shoes to retail from \$3.50 to \$6.00, where it gives complete satisfaction for durability and fine appearance.

NUMBER 102 BOX CALF is conceded the best upper leather for storm and rough outdoor wear, hunting, sporting and walking boots of the finest quality. It has a pleasing tan color that cannot be successfully imitated. The grain is dull finished and waterproof. The shoe manufacturers making the highest cost sporting and outing shoes state that No. 102 Box is the best leather they can find in any market.

WILLOW CALF produced over twenty years ago, perfected ever since. It was the original high-grade Tan Colored, Chrome Calf Leather and still holds the highest position. WILLOW has a fine, soft, flexible appearance and feel, and keeps these qualities permanently. Its toughness, durability, and service are remarkable. Made in two shades—No. 101 Tan and No. 104 Olive Brown. Extensively used in the medium and fine grades of men's and women's footwear, in America and abroad.

THE LINES OF LEATHER MADE IN ALL OF THIS FIRM'S PLANTS

Include 20 kinds of Calf and Veal Leather; 32 kinds of Side Upper Leather; 11 Splits; 9 Other Lines; 3 Tannages of Sole Leather. Here the small or large shoe manufacturer finds the BEST TANNED, FINEST FINISHED LEATHERS with Highest Integrity all through and the most efficient painstaking service.

AMERICAN HIDE AND LEATHER CO.

NEW YORK

BOSTON

CHICAGO

ST. LOUIS

CINCINNATI

CALFSKIN TANNERIES: Lowell, Mass.; Danvers, Mass.; Chicago, Ill., (three plants).

SIDE UPPER LEATHER TANNERIES

Milwaukee, Wis.

Sheboygan, Wis.

Ballston Spa, N. Y.

Curwensville, Pa.

Woburn, Mass., (three plants).

SHOE STOCK PLANT: Binghamton, N. Y.

SOLE LEATHER TANNERIES:

Muskegon, Mich.

Muskegon, Mich.

Merrill, Wis.

LOWELL THE CITY OF ACHIEVEMENT

SPINDLE CITY
WIDELY KNOWN

As Textile Centre Having the Best Textile School in World

Water Power from Two Rivers Joining at Business Centre

The following facts concerning the city of Lowell have been compiled by Secretary John H. Murphy of the board of trade:

Lowell is situated at the confluence of the Merrimack and Concord rivers. Lowell was incorporated as a town in 1826.

Lowell was incorporated as a city in 1836.

Lowell's population in 1924. Lowell's area is 14.1 square miles, or 5024 acres.

Lowell's valuation is \$54,797,245.00. Real, \$25,397,225. Personal, \$19,400,128.90. Lowell's public property is valued at \$5,019,919.

Lowell has 219 miles of streets. Lowell has 129 miles of sewers.

Lowell has five national banks, two trust companies. Capital and surplus, \$2,150,700.

Lowell has eight savings banks.



COL. JAMES H. CARMICHAEL
Commissioner Fire and Water Dept.



JAMES E. DONNELLY
Commissioner of Public Property



HON. DENNIS J. MURPHY
Mayor of Lowell



HON. GEORGE H. BROWN
Commissioner of Finance



CHARLES J. MORSE
Commissioner of Streets

THE CITY GOVERNMENT OF LOWELL, 1914

Lowell has a per capita deposit in savings banks of \$294.03. Average per depositor, \$415.37. Number of depositors, 71,248. Deposits, \$21,259,452.

Lowell has three co-operative banks. Assets, \$1,441,759.44. Number of members, 4171.

Lowell has 74 churches. Lowell has 77 schools.

Lowell has 130 passenger trains a day.

Lowell handles about 2,000,000 tons of freight annually.

Lowell has four express companies. Lowell has many transfer companies.

Lowell's public library contains 59,000 volumes.

Lowell has five live newspapers.

Lowell has 16 hotels. Lowell has 11 amusement houses and theatres.

Lowell develops about 20,000 h. p. daily by means of 5 1-2 miles of canals, which furnish water power to manufacturing enterprises.

Lowell's annual water amount to \$10,000,000. Within a year five concerns have located in Lowell, which will increase the annual pay roll by \$250,000.

Lowell's gas rate is 25 cents per 1 M. ft.

Lowell has the lowest electrical rates

for power and lighting of any city of its size.

Lowell has four hospitals.

Lowell has the greatest variety of industries in the United States.

Lowell has the greatest textile school in the world.

Lowell has the largest cotton mill in the United States.

Lowell has the largest hosiery in the world.

Lowell has the largest salt cloth factory in the United States.

Lowell has the largest leather factory in the United States.

Lowell has the largest magneto fac-

tory in the United States.

Lowell has the largest carpet mill in the United States.

Lowell has the largest proprietary medicine plant in the United States.

Lowell has the largest mohair plush factory in the United States.

Lowell has the largest phonograph needle factory in the world.

Lowell has an enviable record for labor conditions.

Lowell has exceptional shipping facilities.

Lowell produces enough cloth annually to go around the world seven times.

Lowell's products reach every part of the world.

Lowell has a welcome for any new industry.

Lowell is the fastest growing shoe centre in the United States.

Lowell's capital invested in manufacturing enterprises amounts to \$61,241,000.

Lowell is sometimes called the Venice of America.

Lowell is the home of Ladd, Whitney and Taylor, the first three men killed in the Civil war.

Lowell is the birthplace of Whistler, the artist, and his home is now used

FIGURES SHOW
CITY'S WEALTH

Facts That Prove Lowell a Good City in Which to Live

View of Her Many Industries and Educational Institutions

as an art museum

Lowell has 16 1-2 miles of waterways.

Lowell is the largest city in Middlesex county.

Lowell is the largest city of the Merrimack valley.

Lowell is the ideal city of the Merrimack Valley.

Lowell is a centre of the Bay State Street Railway company, and its tracks connect all surrounding cities and towns.

Lowell is the shopping centre for residents of Nashua, Milford and Pelham, N. H., Hudson, Tyngsboro, Dracut, Tewksbury, Billerica, North Billerica, Burlington, Bedford, Wilmington, Andover, Ballardvale, Dunstable, Pepperell, Ayer, Westford, Graniteville, Brookside, Forge Village, Chalmersford, Cavendish, Littleton, North and South

DO IT
ELECTRICALLY

MODERN BUSINESS DEMANDS MODERN METHODS. ARE YOU TAKING ADVANTAGE OF THE MANY OPPORTUNITIES ELECTRICITY FOR POWER AND LIGHT OFFERS YOU?

May we assist you in modernizing your factory by the use of electric motors?

Permit us to advise you how to light your store, shop or home in an attractive and efficient manner

Let us furnish you with a design and price of a business-getting electric sign.

We are at your service to show you in countless ways how to benefit by the use of electricity.

Kindly acquaint us with your wants.

THE
LOWELL ELECTRIC
LIGHT CORP.

50 CENTRAL STREET.

L. A. DERBY & Co.

64 MIDDLE STREET, LOWELL

PIONEER
ELECTRICAL CONTRACTORS

Installation of all kinds of Electrical Apparatus

Electrical Supplies,
Electrical Fixtures

We carry the largest and most complete line of FANCY ELECTRIC LAMPS, COMBINATION GAS and ELECTRIC FIXTURES, ELECTRIC FANS, VACUUM CLEANERS and other electrical household and office appliances.

ALL WORK GUARANTEED. ESTIMATES FURNISHED ON NEW AND OLD CONSTRUCTION

(Telephones 3096-3097)

LOWELL THE CITY OF PROSPERITY

Chelmsford, Harvard and other places.
Lowell has a police force of 155.
Lowell has a fire department of 180 men.
Lowell merchants employ over 3000 people.
Lowell has never had a water famine.

Lowell consumes 5,359,406 gallons of water a day.
Lowell has over \$2,000,000 invested in public schools.
Lowell has 14 engine houses representing a valuation of \$335,000.
Lowell has a storage warehouse with a capacity of 200 cars.

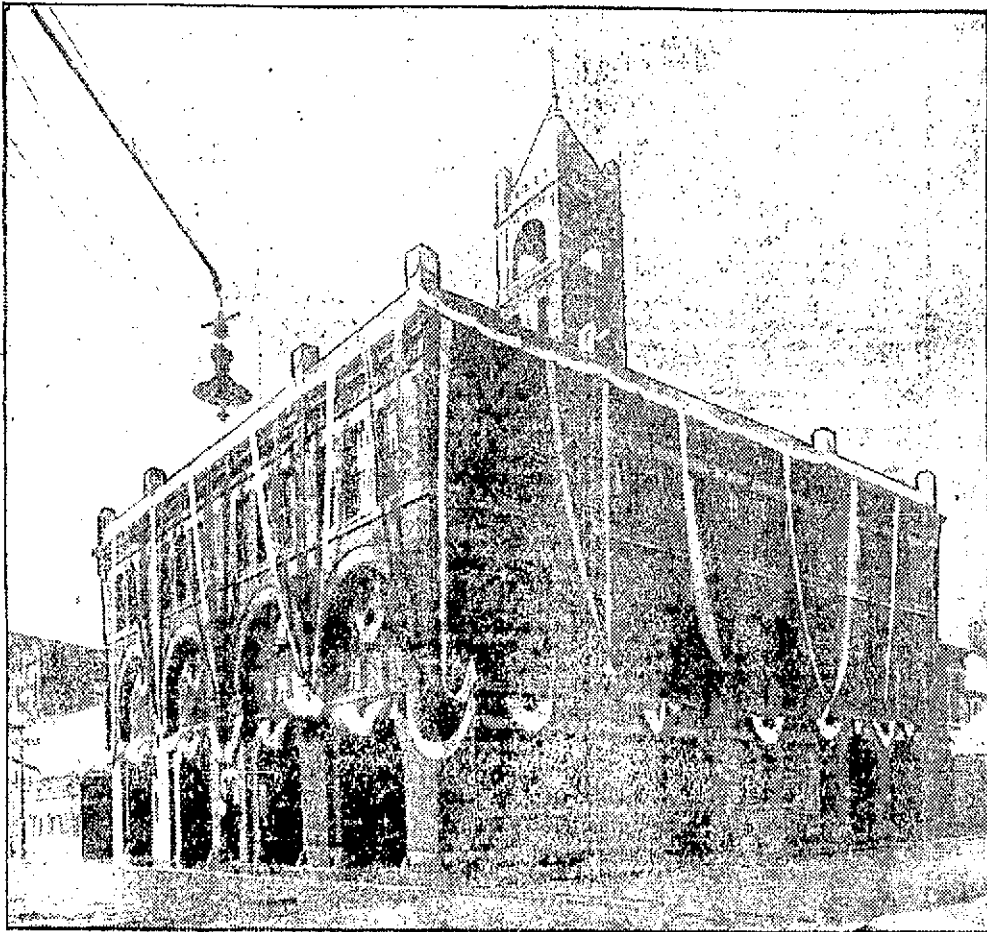
Lowell has nearly 14,000 children in the public schools, and 63 school buildings valued at \$2,000,000.
Lowell has never suffered from a business depression because of its large variety of industries.
Lowell has four industrial schools to teach boys mechanical trades, and

One chief's automobile.
Two district chief's automobiles.
Four automobile combination trucks.
Six engines, four hook and ladder trucks.
Two chemicals, 12 hose wagons.
One hundred and fifty alarm boxes.
Fourteen hundred fire hydrants.

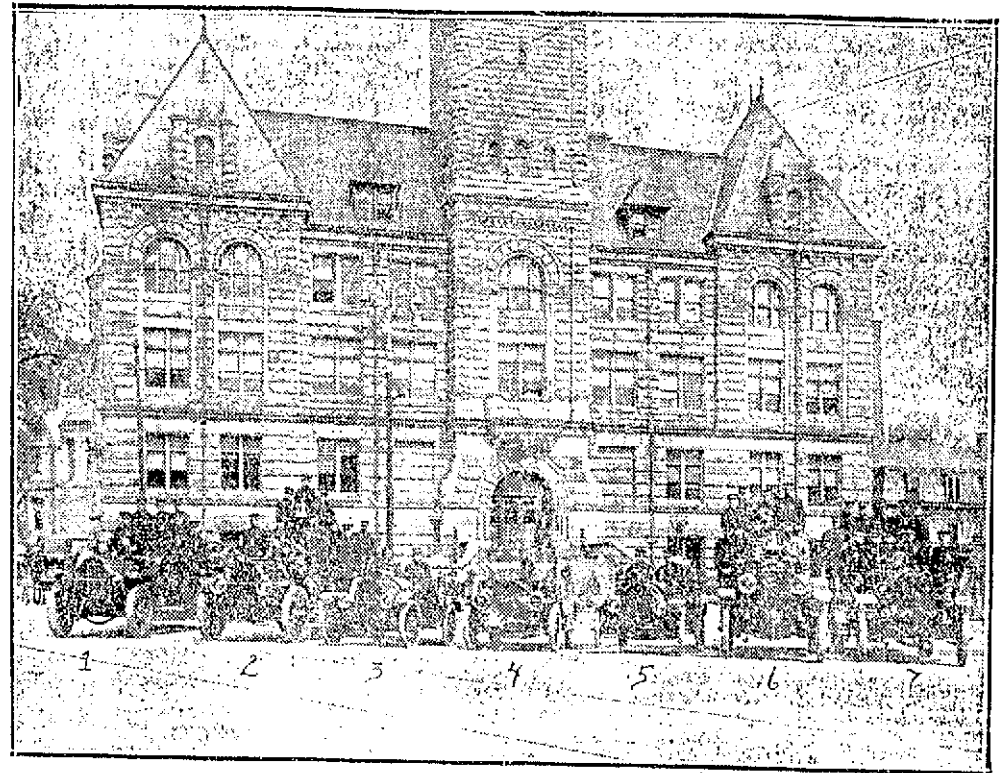
Twenty-three reserves.
One automobile police patrol.
Two motorcycles.
Water Department
Source of supply, 1000 driven wells.
Daily capacity, 14,000,000 gallons.
Daily consumption, 5,359,406 gallons.
Three reservoirs.

is the electric railway system, connecting practically all of the cities and towns, and converting the territory into something like one big community. The electric railways have been a most important agency for the development of the commercial activities of Lowell, as is proven by

opened for business. There was one route from Pawtucket Falls to the Belvidere district, and another from the postoffice to Whipple's mills, and a third was laid through Middlesex street to the Old Lafayette house. Next came a line through Central street and later to Gorham street.



CENTRAL FIRE STATION IN GALA DAY ATTIRE



FLYING SQUADRON OF LOWELL FIRE DEPARTMENT

- 1—Protective Co.
- 2—Engine Co. No. 4
- 3—District Chief Crowley
- 4—Chief Engineer Saunders
- 5—District Chief Sullivan
- 6—Hose Co. No. 4
- 7—Engine Co. No. 2

Lowell has a city hall that cost \$410,000.
Lowell has 252 school teachers in the public schools.
Lowell has more than 1000 manufacturing plants.
Lowell has about 7000 telephone subscribers.

Lowell has the best muslin underwear factory in the world.
Lowell has 10,854 property owners.
Lowell has 20,091 dwellings.
Lowell has 25,425 acres of public parks and playgrounds. Valuation, \$688,272.

to teach girls domestic arts.
Fire Department
Fourteen buildings, value, \$341,000.
Equipment
One hundred and seventeen permanent officers and men.
Sixty-nine substitute call men.

School Department
Fifty-nine buildings. Value, \$1,305,900.
Three hundred and fifty-two teachers. Number of pupils, 12,721.
Police Department
One hundred and twenty-two officers and patrolmen.

One hundred and fifty miles of water mains.
Fourteen hundred hydrants.
Pressure, 17 to 82 pounds.
ELECTRIC RAILWAY SYSTEM
One of the great features of the Merrimack valley at the present time.

figures and statistics.
The herald of the electrical system was the horse car system. The Lowell Horse Railroad company was organized in April, 1863, with an authorized capital of \$100,000 and paid up capital of \$40,125. On the first day of March of the following year, the lines were

Other extensions were made in Broadway and Westford and Chelmsford streets.
The Lowell company had a monopoly of this means of transportation for about twenty-two years until the Dracut company organized, and after some opposition, succeeded in bringing

ANNOUNCEMENT

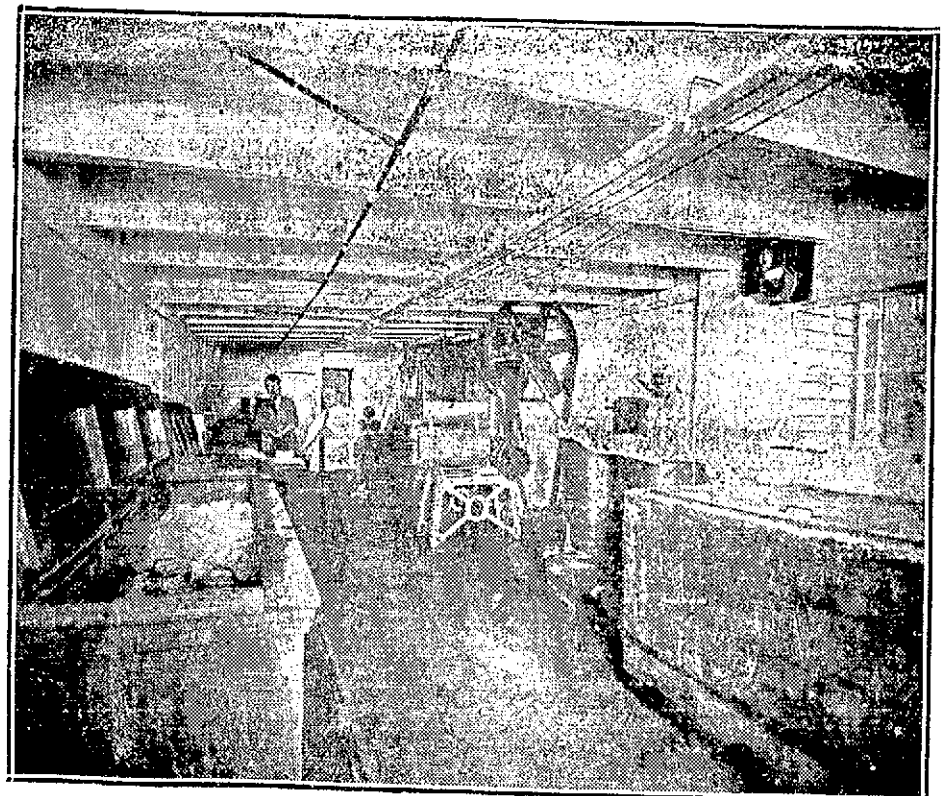
Mr. George W. Conant and Mr. Charles H. May have formed a copartnership under the firm name of the G. W. Conant and C. H. May Co. to serve the public as general electrical contractors and engineers with headquarters at Lowell, Massachusetts. Mr. Conant has been with the L. A. Derby Company, electrical engineers, of Lowell, for more than twenty years in general charge of the power and mechanical departments. Mr. May is a much younger man although with several years' experience in the installation of electric lighting equipment and its accessories, formerly as a partner in the firm of Hinckley & May and for the past eighteen months at the head of his own business.

The company is to have as assistants Mr. J. W. Mevis, an expert with an experience of seventeen years and a specialist in battery controlled apparatus, and Mr. Lester G. Hall, an expert with many years experience pertaining to general electric lighting and power. The strength of this organization in its line of work will be conceded by all those who have any knowledge of its membership. To those to whom the organization is wholly unknown this strength can be quickly proven.

—AT PRESENT IN THE—

Costello Building No. 210 CENTRAL ST.
—Telephone 1740—

A BUSY CORNER AND ONE OF OUR GROWING INDUSTRIES



SHARF'S ICE CREAM PLANT COR. PAWTUCKET AND SCHOOL STREETS

THE SUPERIOR QUALITY OF

SHARF'S ICE CREAM

Has made it famous for all festive occasions. Family trade a specialty.
Served at all reliable soda fountains.

—ASK FOR SHARF'S—

PROMPT DELIVERY

REASONABLE PRICES

CHARLES SHARF

ICE CREAM
MANUFACTURER

Cor. School and Pawtucket Streets

Telephones 3740-3750

LOWELL THE HOME OF TALENT

its lines into the city. Tracks were laid on Bridge street, and the lines extended from Merrimack Square to Lakeview park, then one of the favorite recreation grounds for Lowell people. In 1889 bonds were issued for the purpose of securing and installing electrical equipment for these lines to Lakeview, and in 1890, the railroad commissioners authorized the Lowell and Dracut company to issue further stock for \$100,000. The company then had various routes running to different points throughout the city. Meanwhile the city was growing rapidly and its settlements began to be projected farther into the suburbs. This gave rise to the question of rapid transportation for the dwellers of these growing communities to connect them with the central portion of the city.

In a short time, the directors of the Lowell and Dracut company acquired a controlling interest in the Lowell company. Consolidation, it was found, would better serve the interests of the public and would facilitate the operation of both lines. Accordingly the two were combined in the Lowell and Suburban Street Railway company. This had a very favorable effect upon the growth of the city of Lowell as well as of the suburbs.

The advent of electric power to replace the horses brought about a great increase in the street railway business, and in a remarkably short space of time, the horse cars were done away with, and electricity used instead.

Mr. P. F. Sullivan, president of the Bay State Street Railway today, was an officer of the Lowell and Suburban Street Railway company. This company was successful, being operated for a time without further change. At length, however, the Lowell, Lawrence and Haverhill Street Railway company was formed and some time afterwards, the latter and the Lowell, Lawrence and Haverhill roads were combined under the latter name. The next company to enter the field was the Lynn and Boston company which soon consolidated with the Lowell, Lawrence and Haverhill lines under the name of the Lynn and Boston company. This was followed by the Boston and Northern company, and at last by the Bay State Street Railway company.

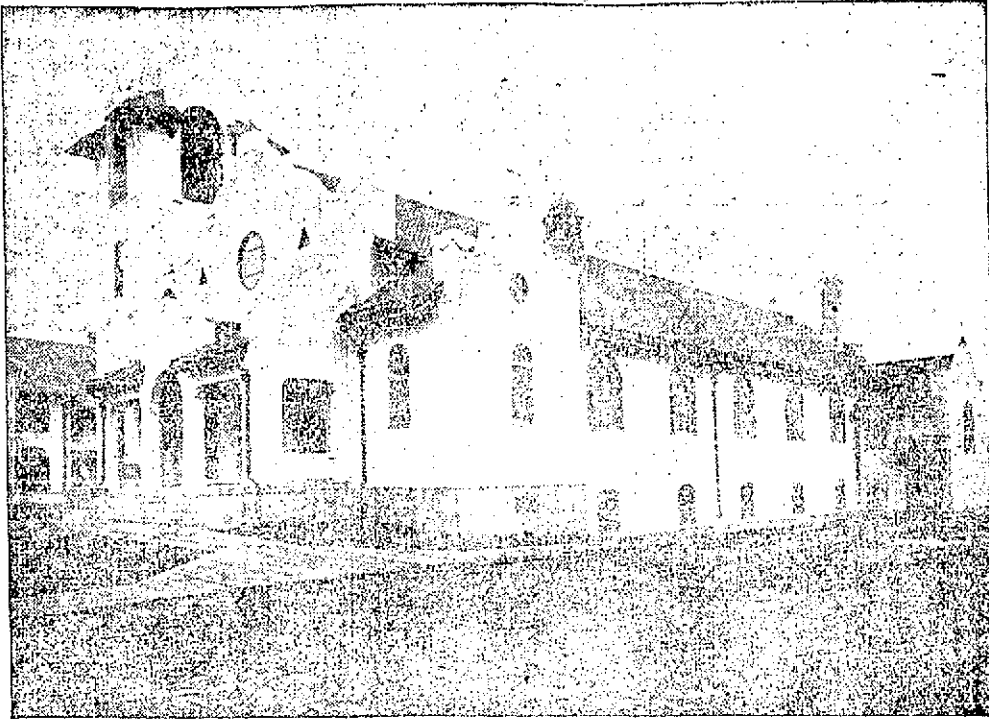
Today the Bay State Street Railway system serves 26 cities and towns, extending from Nashua, N. H., to New-

port, R. I., with numerous branches. The company is operating on approximately 940 miles of track. It has nearly 950 closed cars and approximately 1100 open cars. Mr. P. F. Sullivan is president of the company, having a very wide experience in the street railway business. Mr. Thomas Lees is general superintendent in Lowell, and Mr. H. E. Farrington is superintendent. Both men have had a wide experience in this work and have very creditably conducted the affairs of the company in Lowell and vicinity. Mr. Lees started as a conductor in 1888, and his rise from that to the positions of assistant starter, starter, and finally to his present high position was rapid. Mr. Farrington has been connected with several other companies in responsible positions, and has been with the Bay State company about four years.

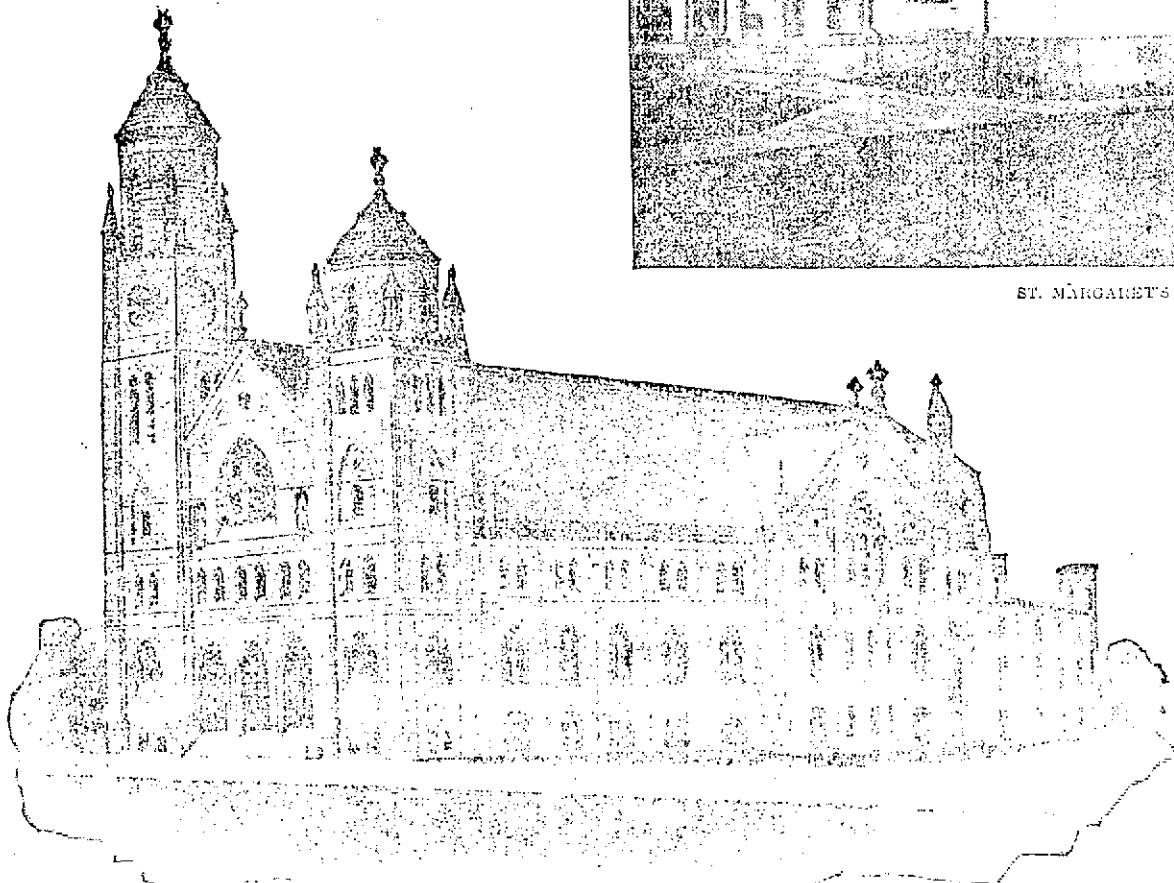
Lowell is connected with every part of Eastern New England by trolley lines, and very many people take advantage of this fact in planning their summer vacation trips.

LOCAL INDUSTRIES

More than half a century ago the Lowell Gas Light company was established in this city, and began operations, supplying the needs of the people of this city, in a capable manner, and never losing an opportunity to grow and expand. The legislative act enabling the incorporation of this company was passed in 1849 and was



ST. MARGARET'S CHURCH



ST. PETER'S CHURCH

energy and added enterprise on the part of the manufacturers, the city could be greatly aided as a shoe manufacturing city. This industry was started in Lowell in 1837 when the John Pilling company, in Worthen street, began the manufacture of women's shoes with a capacity of 1000 pairs per day. Since then other companies have come and built factories until Lowell is at present a very promising shoe city. The other companies operating here at present are Federal Shoe company, L. H. Spaulding company, A. J. Foster company, Stover and Bean company, Mears, Feely and Adams, Field and Lumbert Co., Barry Shoe Co., Robinson and Hazelton Co., Frank Hoyt Co.

There are many circumstances which contribute to the prospects of the city as a center for the development of the shoe industry, including direct connection with the United Shoe Machinery Co., and other facts. With an increased interest toward getting more skilled labor to the city, the manufacturers have it in their power to bring about this development. Also by advertising Lowell as a shoe city, which is done to a large extent by the ever alert board of trade.

AMERICAN HIDE & LEATHER CO.

One of the most prominent of Lowell concerns is the American Hide and Leather company, whose Perry street tanneries are familiar to every resident. The fame of this company is world wide, and its products are sent to every corner of the globe.

The Lowell tanneries of this company are located in several mammoth buildings, comprising a remarkable plant and employing a very large number of men. Five of the leaders of the products of this company are very well known throughout the country; they are listed as follows: Tan Royal, Royal Kid, Bronco Patent, Number 102, Box Calf and Willow Calf. The company supplies the makers of the highest grade footwear for the material with which to manufacture their products.

The company has headquarters in Boston, New York, Chicago, St. Louis, Cincinnati, and these include offices and stores. There are calfskin tanneries in Lowell, Danvers, Mass., and Chicago. Side Upper Leather tanneries in Milwaukee, Wis.; Sheboygan, Wis.; Ballston Spa, N. Y.; Curwensville, Pa., and three plants in Woburn, Mass. There is a large shoe stock

signed by Governor George N. Briggs. The capital stock was not to exceed \$300,000. Business however, was actually begun a short time later with a capital far below the limit.

Since the establishment of this company, the use of gas in lighting and heating for household purposes has grown in popularity. Today the company has a magnificent plant in School street for the generation of gas. At the corner of Shattuck and Middle streets, the company has a business office equipped in a modern and up to date way, and in Merrimack street is a gas appliance store where are sold various gas appliances, such as lamps, stoves, bathtubs, and other equipment for the household. Mr. George S. Motley is president of the board of directors.

The company is one of the most prosperous of the Lowell concerns at the present time and has contributed largely toward the general prosperity of the city.

LOWELL AS A SHOE TOWN

Lowell is a rapidly growing shoe center, and with a little work and

EVERYTHING ELECTRICAL

ELECTRIC DOMES AND FIXTURES AT REDUCED PRICES

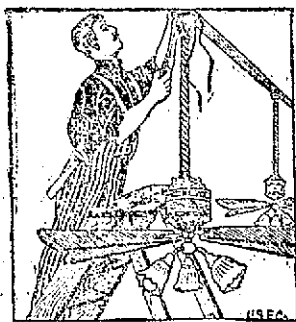
We wish to thank the people who have patronized our stores in the past, and assure you that we have tried to give each customer as much for his money as possible, and make a profit. Our stores in Lowell:

261 Dutton Street, 62 and 64 Central Street, and 63 Prescott Street

Save 25 to 35 per cent. by trading with us—We are the only wholesale electrical house in Lowell

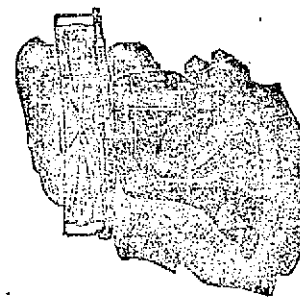
THE FOLLOWING ARE A FEW OF OUR PRICES

Reg. Price	Our Price
Brass Key Sockets.....	.30
No. 50715 Receptacle.....	.15
Green Twisted Lamp Cord, No. 18, ft.....	.03
Black Reinforced Window Cord, ft.....	.05
Electric 2 1/4 in. Shade Holders.....	.10
2 Wire Porcelain Cleats, pair.....	.01
3 in. 5-16 Tubes.....	.02
Household Medical Coils, each.....	3.50
Old Brass Pull Sockets.....	.60
Pencil Zines for your battery.....	.04
Salomoniac, by package.....	.06
Cylinder Carbons for battery jars.....	.25
No. 6 Autocrat Dry Cells, each.....	.25
Columbia No. 6 Dry Cells, each.....	.25
Red Top Columbia Ignitor, each.....	.30
Ever Ready Tungsten 3 Cell Flashlight Batteries.....	.30



Automobile and Motor Switches from 25c to \$1
Fans from.....\$5 to \$30
Telephone Instruments from, each \$1.10 to \$3.30
Spark Plugs from, each.....23c to \$1.50
Flashlights from.....26c to \$5.00

Reg. Price	Our Price
Shepard's 3 Cell Tubular Batteries.....	.20
2 Cell Shepard's Tubular Batteries.....	.17
2 Cell Nickel Case Flashlights.....	.49
2 Cell Miner's Tubular Ever Ready Batteries.....	.19
3 Cell Miner's Tubular Ever Ready Batteries.....	.46
Electric Battery Engines.....	.53
Shift Rope Gas Brackets.....	.20
Single Swing Gas Brackets.....	.35
Gas Tips, dozen.....	.10
Gas Mantles, each.....	.10 to .30
Wooden Push Buttons, each.....	.05
Carton Lamps, 3 1/2 volt, each.....	.10
Carton Lamps, 110 volt, 16 c. p. lamp, each.....	.16
Wooden Battery Switches, each.....	.10



	Reg. Price	Our Price
Inverted Gas Burners, complete27
Gas Shades10
Electric Shades10
Inverted Gas Shades, each, from10 to .30
Gas and Electric Domes, from 6.70 to 40.00		
Electric Portable Lamps, from 3.00 to 50.00		
Electric Portable Lamps.....	23.50	13.80
Electric Portable Lamps.....	11.40	6.30
Electric Portable Lamps.....	13.20	8.80
Electric Portable Lamps.....	9.60	5.05
2 Light Electric Chandeliers	4.00	2.50
3 Light Electric Chandeliers	6.00	3.25
4 Light Electric Chandeliers	20.00	9.25
2 Light Gas Fixtures.....	1.75	.90
3 Light Gas Fixtures.....	2.20	1.30
4 Light Gas Fixtures.....	13.60	8.25
Portable Desk Lamps.....	12.00	3.50
Triangle Electric Iron.....	3.00	2.60

WE CARRY A LINE OF PLUMBERS' SUPPLIES. CALL AND SEE OUR GOODS AND PRICES.

We make a specialty of furnishing small induction motors for all kinds of work.



WE DO ALL KINDS OF ELECTRICAL WORK.

New England Electric and Supply Corporation

J. HENRY COLLINS, Treasurer and Manager.

TELEPHONES—1317-W, 1317-Y, 1317-R

LOWELL CATERERS TO THE WORLD

plant at Binghamton, N. Y., and mention to a few of those which have sole leather tanneries at Mansion, secured most prominently in the city's Mich.; Manistee, Mich., and Merrill, Wis.

MACHINE SHOPS

The Saco-Lowell Machine Company has one of the largest plants of any Massachusetts. Machine shops of the company are located in the Central street, and the plant in Merrimack.

ELECTRIC LIGHT CORPORATION

Another thriving and progressive corporation is the Lowell Electric Light Corporation, the office of which is in Central street, and the plant in Merrimack.

of The Sun. The company deals in all sorts of electrical appliances, for lighting, heating and furnishing power, and many useful and valuable articles are on display at the store in Central street. These windows have gained an enviable fame among Lowell people because of their novelty and constant attractiveness. They show what is

found throughout this industrial edition, numerous messages to the readers from the manufacturers and business concerns, who, by means of advertisements in this big medium are conveying to the general public the news of their progress, the list of their products, etc., and showing why they should be patronized.

FACTORY PRODUCTS FAMOUS

At another point in this story of Lowell, mention was made of the fact that Lowell has the greatest variety of products of any city in the country. This is a fact, the importance of which is perhaps not sufficiently impressed upon the people.

The fact of Lowell's location at the confluence of those two great rivers, the Concord and the Merrimack, has been an important factor in the bringing to this city of the various big manufacturers, even of those who do not use water power.

Some of the products of Lowell are world wide in their fame, having been advertised and sold in every civilized land. This could not be the case if the products were not wholly worthy of all the good things which their advertisers claim for them. They have been projected into the general trading world, and have met with favor at the hands of the people.

For instance, a few of Lowell's famous products, existing for a time, the great amount of the finest quality cloth which is turned out by the mills, are as follows: U. S. cartridges, Ayer's sarsaparilla, hair vigor and other remedies; Hood's sarsaparilla and other remedies; Rubiflex, Hoyt's ointment, Moyle, O'Sullivan's rubber boots, Biscow carpets, Shawmut Laundry, St. Thomas salve, Helms' sardines, Karbolith flooring, rubber toys of all sizes and kinds, from the Patterson Rubber company, and many others, too numerous to mention.

In advertising all of these products, their manufacturers have advertised the city to a wide extent, with results that have been almost incredible.

The patent medicines made in Lowell are of country-wide use. The products of the J. C. Ayer company are known to every one, as are those of the C. I. Root company.

Lowell is a big shopping center, being handily located to a large number of smaller towns. This is facilitated by the fine service of the Bay State Street Railway company. People come from Granville, Ayer, Nashua,

Milford, Pelham, N. H., Hudson, Tyngsboro, Dracut, Billerica, North Billerica, Burlington, Bedford, Wilmington, Andover, Ballardvale, Dunstable, Pepperell, Westford, Brookside, Forge Village, Chelmsford, North and South Chelmsford, Carlisle, Littleton, Harvard and other places.

PARKS AND PLAYGROUNDS

There is another side in the life and prosperity of a city beside the commercial side, namely the social life, the resources for recreation, the public institutions.

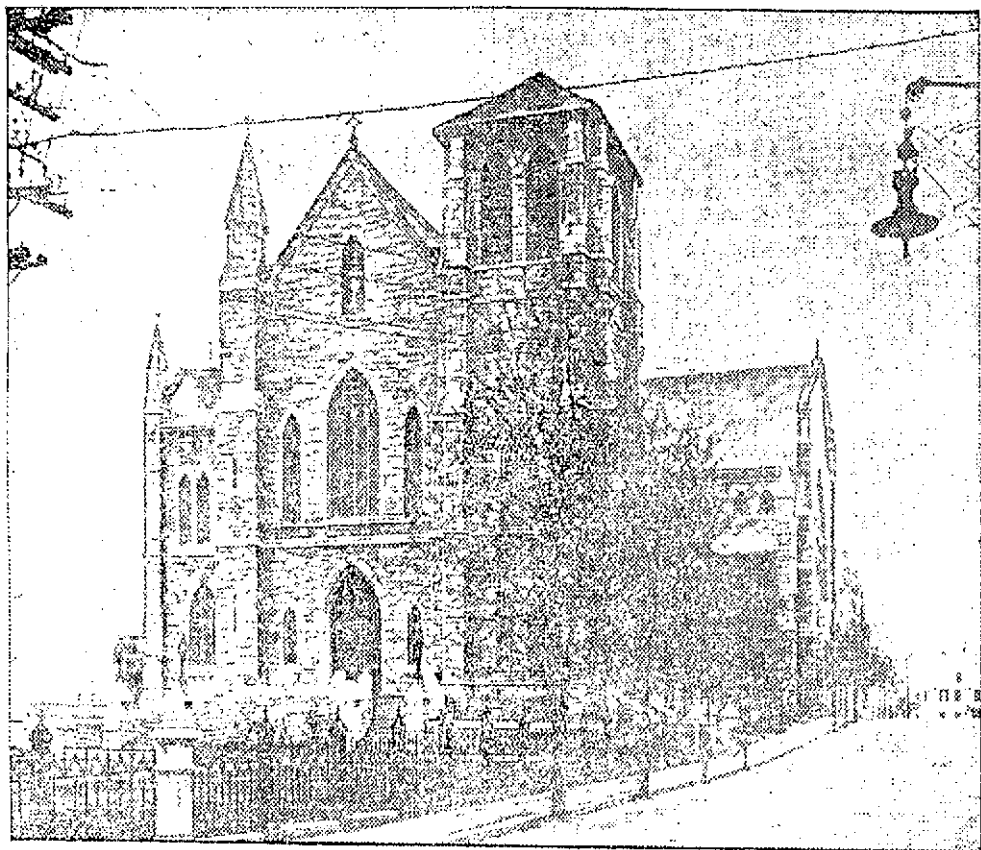
Lowell is noted for its public playgrounds, places of recreation for her children, which have been of untold benefit to the city in affording healthful out-of-door recreation to all who desire to take advantage of it. The system has been established and kept up for a number of years, always with

increasing success, a fact that has been a source of gratification and pride to the residents of the city, and which has caused visitors and people of other cities to speak in glowing terms of the spirit of the "City of Spindles." Lowell has about 142,322 acres of public parks and playgrounds, and the valuation of these is nearly \$700,000. These afford amusement for the children. Throughout the summer months the little lads and misses have at their disposal playgrounds where they may enjoy all sorts of sports and games under the direction of competent, watchful supervisors. The boys are taught baseball, basketball, and the various other athletic sports, while the girls are afforded useful information and instruction in various kinds of work, and this is accomplished in a manner that is more like play to them. They are also taught the dances of

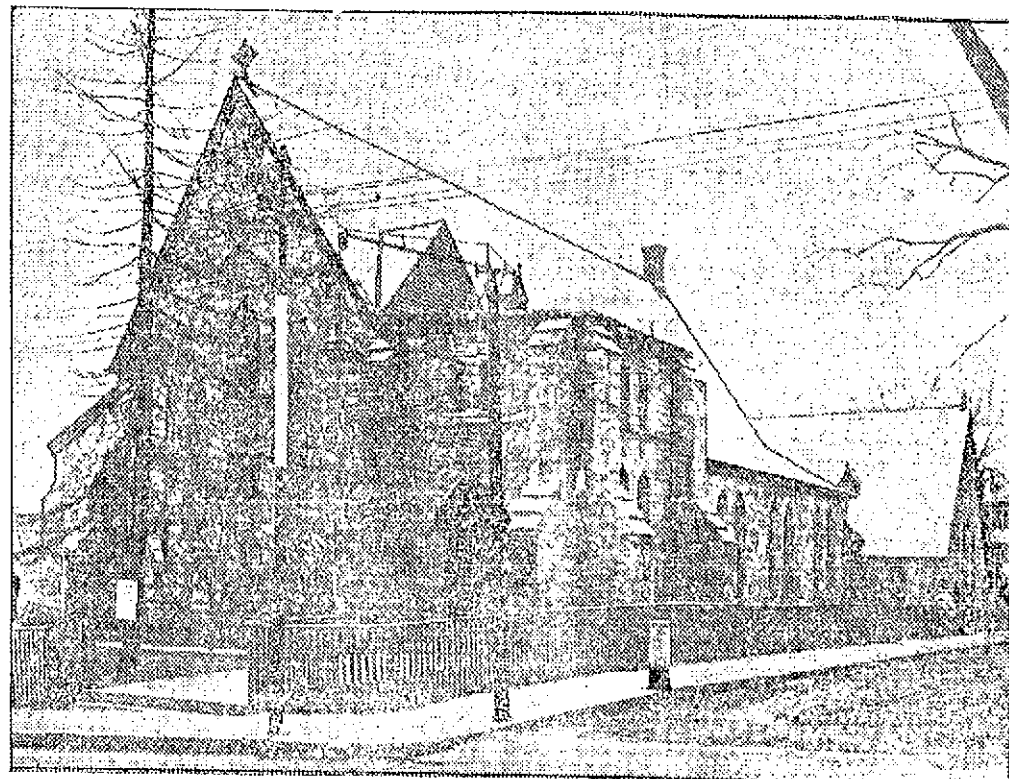
the nations. At the end of the playground season, each year, there is a grand exhibition at the grounds at the South common at which people from all over the city congregate to watch the organized play of the little ones. The parks are another big feature of the city, and make Lowell the "City Beautiful." Throughout the warm weather these are frequented by the residents. One of the most beautiful of the parks is that on Fort Hill, where in years gone by was situated an old Indian fort.

BOARD OF TRADE

Lowell has a live organization of the business men, known as the Lowell board of trade, an organization which has been exceedingly active in promoting the city's growth. It would be most fitting at this point to give a history of this board of trade, from



IMMACULATE CONCEPTION CHURCH



ST. JOHN'S EPISCOPAL CHURCH

early days of the history of this section, it has been well known. The Lowell plant is one of the largest and most complete of the kind in the country.

It would be impossible to go into detail regarding all of the manufactures of the city but in the foregoing paragraphs, we have simply given due

here. This company deserves special mention, as it is one of the largest and most complete of the kind in the country. The company is a firm believer in advertising, and its daily message to the public is seen on the lower part of the first page of each edition.

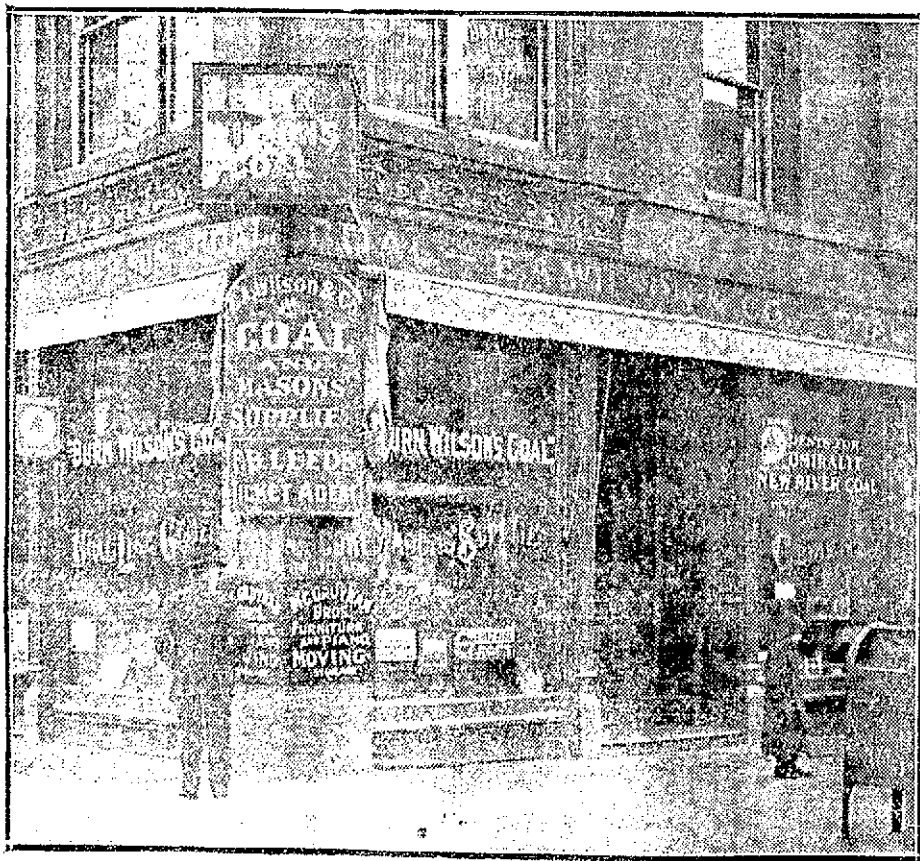
best and best in the use of electricity. The company is a firm believer in advertising, and its daily message to the public is seen on the lower part of the first page of each edition.

best and best in the use of electricity. The company is a firm believer in advertising, and its daily message to the public is seen on the lower part of the first page of each edition.

BURN WILSON'S COAL

Lime, Cement, Brick

BUILDING MATERIAL OF ALL KINDS



DISTRIBUTORS OF LOWELL GASLIGHT COMPANY'S

COKE

E. A. WILSON & CO.

4 MERRIMACK SQUARE—700 BROADWAY—45 TANNER STREET

Pure Drugs, Chemicals, etc.

CAN BE BOUGHT AT

Talbot's Chemical Store

AT ALL TIMES. PRICES ARE RIGHT AND CUSTOMERS ARE ALWAYS ASSURED THE BEST ATTENTION

Carbolic Acid Cryst., lb. 35c
Boric Acid (Antiseptic) lb. 19c
Oxalic Acid (Bleaches) lb. 15c
Alcohol (Pure Grain) pt. 45c
Alcohol (Denatured) pt. 10c
Alum (Ground or Lump) lb. 5c
Ammonia (Double Strength) pt. 10c
Aniline Colors, oz. 10c
Arnica Tincture, 8 oz. 35c
Arrowroot, Powdered, lb. 30c
Bay Rum (Best Imported), qt. . . . 70c
Bisulphide Carbon, lb. 30c
Blue Vitriol, lb. 10c
Borax (Ground) lb. 7c
Calcium Carbide, 10 lbs. 85c
Camphor Gum, lb. 52c
Moth Balls, 3 lbs. 25c
Moth Flakes, 3 lbs. 25c
Arsenate Lead, lb. 18c
Pyrox (Bowkors) lb. 25c

Ginger (Ground) lb. 20c
Powdered Hellebore, lb. 20c
Insect Powder, lb. 35c
Iodine Tincture, 4 oz. 30c
Metal Polish 10c, 25c
Sponges (Large), each 20c
Oil Cedar, 3 ozs. 25c
Castor Oil, pt. 17c
Castor Oil (Flavored) 4 ozs. . . . 15c
Rae's Olive Oil, qt. 85c
Pasquale Olive Oil, qt. 70c
Floor Oil, gal. 30c
Cottonseed Oil, qt. 25c
Screen Enamel 15c, 25c
Bath Tub Enamel, pt. 80c
Bronzing Liquid, qt. 35c
Bronze Powders, oz. 10c
Floor Paint, qt. 50c
Household Varnish, qt. 55c
Interior Enamel, qt. 70c
Liquid Granite, gal. \$3.00

40 MIDDLE ST.

LOWELL THE CITY OF ENDEAVOR

its origin, and a brief summary of the work which it has accomplished through the enterprise of its officers and members. Mr. John H. Murphy, the present secretary, is one of the most active of the promoters of the interests of the city today, and is always on the alert for an opportunity to add to the city's industrial and commercial resources.

The first business organization of the city of Lowell was known as the Lowell Business Men's association, which was organized May 31, 1887, with Charles H. Coburn as president. September 26, of the same year, the

replete with many undertakings tending to the betterment of local conditions and among the many important recommendations made or projects launched were the following: Improvement of water supply, building of a new high school, building of a new postoffice, establishment of the Textile school, and many matters of a civic nature.

The board today is much larger in membership, its scope of work is broader and its many accomplishments are heralded as acts of efficient business building.

The membership numbers about 350 and the surrounding towns are organ-

other industries that have been in operation here. Shoe shops, felt factories, machine shops, chemical plants and rubber establishments that have started business here during the past three years have added a million dollars to the annual pay-rolls of the city.

The board has made many valuable

affairs, city beautiful work, educational projects, regulation of fire insurance rates, legislation, postal affairs, public health, better roads and the development of the Merrimack river are a few of the topics which entail the work of committees and which are at present being discussed

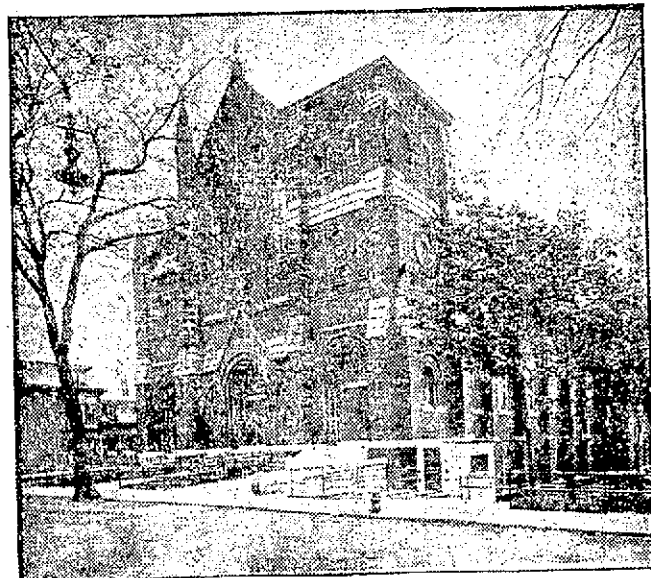
libraries of the larger cities and many have been sent to the American representatives in foreign countries.

The business and professional men who are members of the Lowell board of trade are proud of their organization and business interests of New England do not hesitate to commend

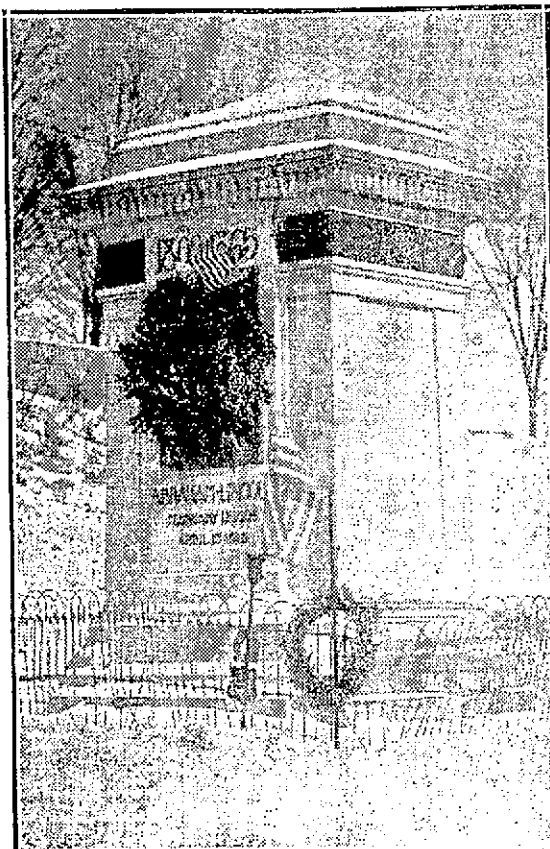
company, a corporation engaged in the manufacture of automobile tires, and the location of the mammoth locomotive, car and repair shops of the Boston & Maine railroad are two very successful results of an industrial nature in connection with the work of the Lowell board of trade. In competition with hundreds of cities seeking the location of these two plants the effectiveness of an efficient organization and the civic pride and unselfishness of the members counted wholly for the success attained.

The past presidents of the board have been the following: Charles H.

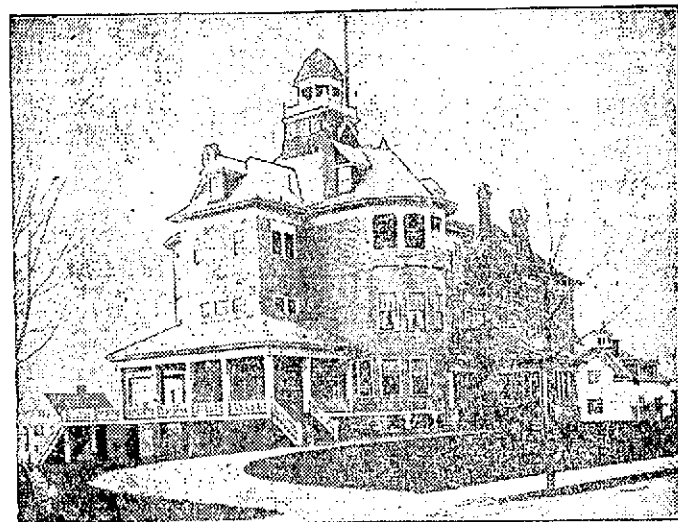
ard, Ex-President Walter S. Watson, Ex-President Alonzo G. Walsh, Ex-President Henry A. Smith, Ex-President Harvey B. Greene, Otis W. Butler, Daniel F. Carroll, Milo D. Clay, Hon. John E. Drury, Harry Dunlap, Herford N. Elliott, Frederic A. Fisher, Esq., Robert Friend, Patrick Gilbride, Walter E. Guyette, Irving D. Kimball, George E. King, Dr. Joseph E. Lamoureux, Benjamin J. Mahoney, William A. Mitchell, Clarence H. Nelson, Frank Ricard, James C. Reilly, Esq., Arthur W. Saunders, Daniel W. Shanahan, Hon. John T. Sparks, George H. Taylor, Paul B. Wesson, George W. Trull,



SACRED HEART CHURCH



LINCOLN MONUMENT



THE HIGHLAND CLUB

name was changed to the Lowell board of trade and January 16, 1890, it was decided to incorporate the organization and February 8, 1890, a charter was received from the commonwealth of Massachusetts incorporating the Lowell board of trade with the following names inscribed as charter members: Charles E. Adams, O. Winfield Knowlton, Francis Jewett, Edward N. Wood, J. L. Chalfoux, Charles W. Wilder, Roswell M. Boutwell, Charles A. Stott, P. O'Hearn, Charles H. Coburn, Arthur G. Pollard, J. Tyler Stevens, George A. Marden, A. M. Chadwick, Amasa Pratt, George H. Marston.

The early records of the board are

ized and it is safe in reckoning about 2000 members of boards of trade in Greater Lowell. The advantages of cities and towns having organizations are manifold.

A business organization that is constantly working for the interests of a city or town is bound to increase the prosperity of the community. The record of the board for the past few years is of such a nature as to warrant universal commendation for industries have been induced to locate in Lowell, which have given employment to thousands of employees and the wages paid have been in advance of

recommendations to the city government namely, licensing of newsboys, layout of streets, better street lighting, establishment of public hall and public market, elimination of the bill board nuisance, the fencing of the canals and the establishment of industrial schools and playgrounds.

Transportation matters, municipal

with an idea of advancing the welfare of the community.

The board has lost no opportunity to favorably advertise the city in every way possible and has printed year books which display the advantages and tell of the opportunities of the city in a very interesting way. These books have been distributed to the

the board for its activity, accomplishments and standing.

The meetings of the board which are frequently held are given over to the discussion of some topic of interest, dealing with city, state or national affairs in business and are well attended and prove instructive and interesting. The location of the Patterson Rubber

Coburn, Charles E. Adams, Charles A. Stott, J. L. Chalfoux, George A. Hanscomb, Jesse H. Shepard, W. S. Watson, George H. Marston, Charles H. Conant, F. J. Neale, A. G. Walsh, Henry A. Smith, Harvey B. Greene, Arthur L. Gray.

The present officers are the following: George M. Harrigan, president; Robert F. Marden, first vice-president; Frank Hanchett, second vice-president; P. O'Hearn, third vice-president; Edward B. Carney, treasurer; William F. Hills, auditor; William Cogger, clerk; Hon. Dennis J. Murphy, Ex-President Jesse H. Shep-

Rev. C. H. Williams, Dr. H. N. Larabee, William J. Quigley, Hon. Edward Fisher.

Success has crowned the past year's work and the officers and members are ever on the alert to advance the interests of the community and are ever watchful of the slogan, "Lowell, the City of Opportunity."

LOWELL'S INSTITUTIONS

There are many features about Lowell which combine to make it the "City Beautiful." Among these are the parks, well kept and adequate, the shade trees along the streets and our

G. C. Prince & Son, Inc.

— WHOLESALE AND RETAIL —

STATIONERS

Books, Art Goods, Stationery,
Office Appointments, Wrapping
Paper, Typewriters and Supplies

GLOBE FILING CABINETS, PICTURE FRAMES TO
ORDER, CIRCULATING LIBRARY AND
GIFT SHOP

This firm furnished the frames for the beautiful Coggeshall paintings which adorn the walls of the business office of The Sun; the Globe filing cabinets in The Sun editorial department and equipped every office in The Sun building with standard thermometers.

G. C. Prince & Son, Inc.

106-108 MERRIMACK ST., LOWELL

Telephone 4330

Quick Auto Delivery

INSURANCE VARIETIES

Fire, Life, Accident, Health, Plate Glass, Steam Boiler,
Flywheel, Use and Occupancy, Rents

Leasehold, Liability, Compensation, Automobile, Bond,
Transportation, Burglary, Property Damage

Tornado, Collision, Tourist, Registered Mail,
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— FOR SALE BY —

FRED. C. CHURCH

GENERAL INSURANCE AGENT

Prompt and Liberal Adjusters of Losses

53 CENTRAL ST. Phones 917-918 CENTRAL BLK.

LOWELL THE CITY OF SUCCESS

public buildings.

One of the chief sources of local pride is centered in the magnificent city hall and the Memorial building. The Lowell city hall is constructed of Connemara granite, and is situated at the junction of Martinich and Moody streets, a most convenient and centrally located site for such a building.

The interior of the building is club-

buildings were constructed at about the same time. Memorial building, which contains the city library, and city hall and the Memorial building. The Lowell city hall is constructed of Connemara granite, and is situated at the junction of Martinich and Moody streets, a most convenient and centrally located site for such a building.

One important resource of the city of Lowell is her public library, a most complete institution, with thousands of volumes and constantly growing.

section of the entry of the city hall of that day and was opened on Feb. 11, 1815. A fee was paid by the people for the privilege of taking books from the library, the fee being 50 cents per year. Josiah Hubbard was the first librarian. He continued in that office for thirteen years.

In the early days of the library, the city purchased a private circulating library and later the mayor was re-

Here, the library grew until the quarters became too crowded, and it was finally decided by an act of the city authorities to erect a Memorial hall.

The present librarian is Mr. Frederick A. Chase who has held that office for a number of years. During his incumbency there has been a noticeable growth in the library, the circulation of its books, and the number

residents of the city. A sum was appropriated to add to the number of these books, their original addition to the library's shelves having met with such decided favor.

The library today is all that could be desired, and is a real credit to our city. Its equipment is for the most part fireproof; there is a large reading room where are placed tables containing all the latest standard periodicals.

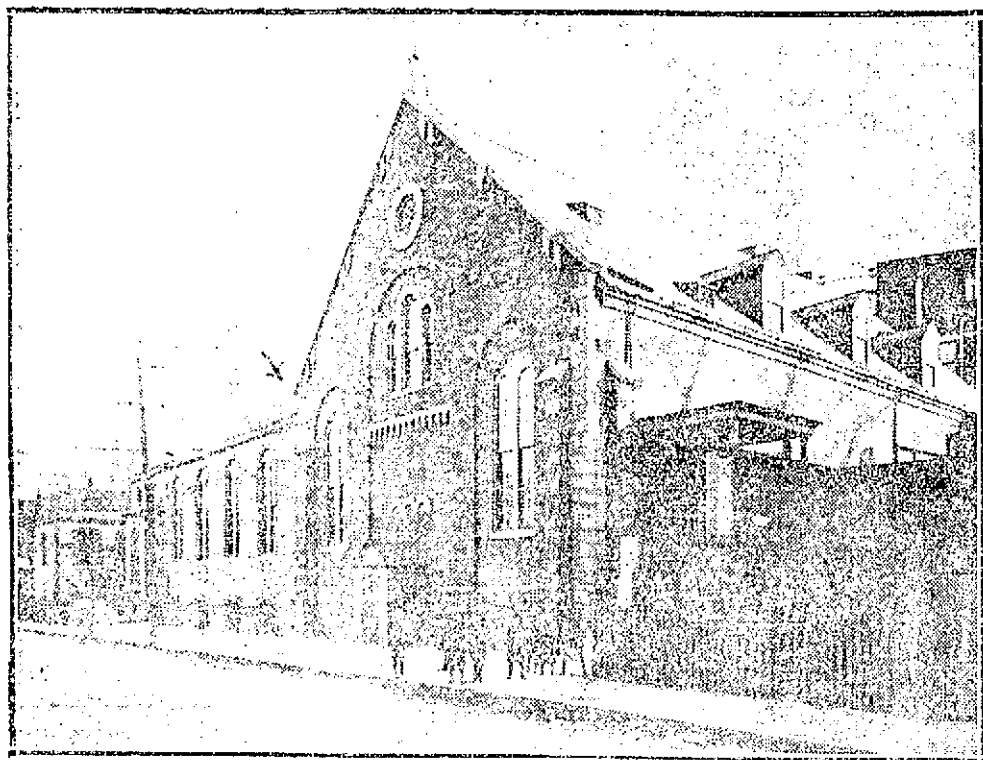
H. Allen, then representing the Seventh district, made an appropriation of \$200,000 for a federal building to be erected in Lowell. The government selected the site at the corner of Appleton and Gorham streets, previously to that time the site of St. Peter's church.

The building which serves us today was then erected, and is a credit in every way to its builders. Of late,

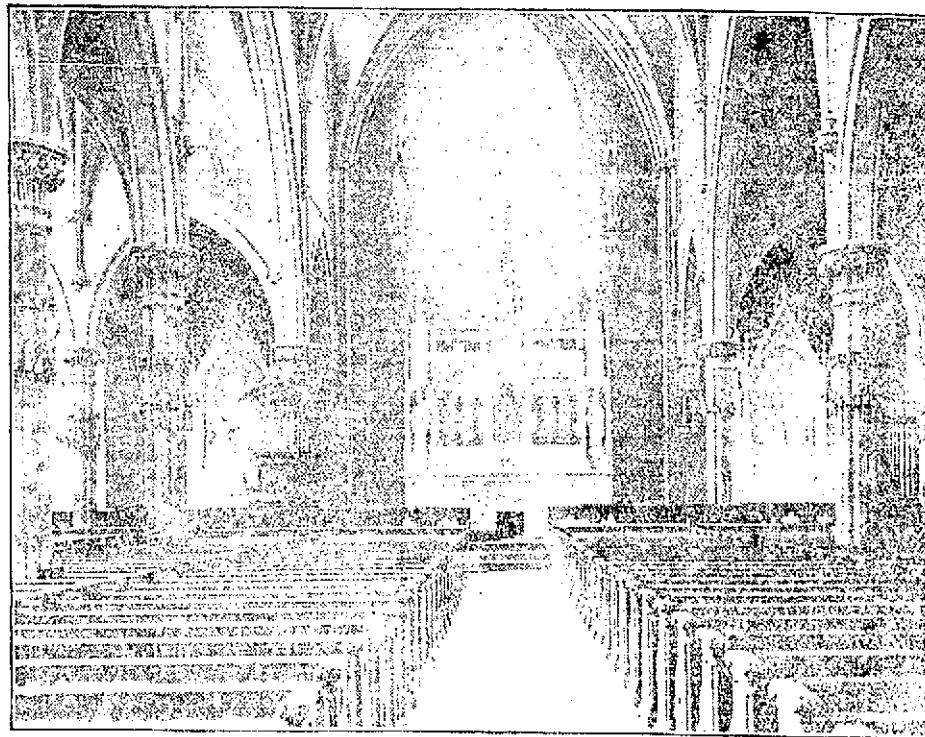
to it.

THE ARMORY

The armory in Westford street is another most imposing structure. It has often times been described as a "model of military convenience" which is quite true. The building was constructed at a cost of about \$50,000, to fill the need left by the destruction by fire of the old armory in Middle street, the loss of which left



ST. JOSEPH'S CHURCH



INTERIOR OF ST. PATRICK'S CHURCH

completing. There are handsome council chambers for the members of the municipal council, and for the various other committees and departments. There are separate offices for the heads of all the various departments.

In the same large triangular plot in which the city hall was erected stands the Memorial building. Both

The library was founded by an act of the city council in 1815. At that time there was a small school library, and a sum was appropriated by the state for establishing them in the various cities and towns. Lowell received \$1200 from these funds. This library had matter added by them. Recently it has been enlarged by the addition of a new wing, and the city library was established in the Memorial building. It was first located in the city hall, but was removed in 1815.

of its volumes. The people of Lowell have derived the benefits to be derived from the city library and are not slow to appreciate the value of them. There is a special provision of the historic, reading them in the various cities and towns away with and the use of the local and other instructive reading. This library had matter added by them. Recently it has been enlarged by the addition of a new wing, and the city library was established in the Memorial building. It was first located in the city hall, but was removed in 1815.

art and reference departments, all well up to date.

THE POSTOFFICE

At this time when Commissioner Rogers is directing his efforts toward the erection of a new postoffice in the city, it is interesting to glance briefly at the history of the present building. The building is the corner of Gorham and Appleton streets, the site of which was the site of the old armory, the loss of which left

however, the authorities have noticed a lack of suitable room for accommodation to most efficiently handle the mails and the result has been a new postoffice building, in a more central portion of the city. Many of the Lowell business men have been in favor of this, and the government through the efforts of Hon. Charles F. Smith, has been able to secure attention

the military companies without suitable headquarters. It is a strongly built structure, and the interior is most fittingly arranged for the use for which it was intended.

COUNTY COURT HOUSE

The court house in Gorham street is one of the attractive buildings of the city, having a really classic appearance. The old court house was

the military companies without suitable headquarters. It is a strongly built structure, and the interior is most fittingly arranged for the use for which it was intended.

COUNTY COURT HOUSE

The court house in Gorham street is one of the attractive buildings of the city, having a really classic appearance. The old court house was

1827

1914

DONOVAN HARNESS CO.

SUCCESSORS TO BRABROOK HARNESS CO.

HARNESSSES

— OF EVERY DESCRIPTION —

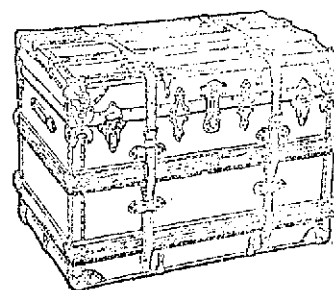


CORNER MARKET AND PALMER STREETS, LOWELL

James C. Donovan, the founder of the Donovan Harness Co., learned his trade with Brabrook, the pioneer harness maker of Lowell, and afterwards succeeded him in business. The Donovan Harness Co. today is located in its own building and is one of the finest equipped establishments in New England, where a complete line of harnesses and necessary articles for the stable, horse, carriage and automobile can always be found in great variety. We manufacture harnesses of every description. Auto tops made and repaired. We also carry a full line of shoe findings. We guarantee first class workmanship and satisfactory dealings in every particular.

DONOVAN HARNESS CO., Lowell, Mass.

VACATION SUGGESTIONS



THIS TRUNK ONLY \$8.00

— BUY YOUR — Traveling Equipment

OF THE LARGEST TRUNK
DEALER IN THE STATE

DON'T GO TO BOSTON; BUY OF US
AND SAVE 20%

We Have Everything For the Traveler

TRUNKS \$2.50 to \$65.00

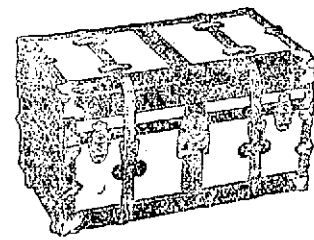
STEAMER TRUNKS
DRESS TRUNKS
HAT TRUNKS

If you are going to travel,
buy the best and save a lot of
trouble. We have them.

WARDROBE TRUNKS
AUTO TRUNKS
BUREAU TRUNKS

Suit Cases in Leather

IN RATTAN, CANE, MATTING, AT
95c, \$1.50, \$2.00 up to \$5.00
TRAVELING BAGS IN MATTING AND CANE,
50c to \$5.00
IN LEATHER \$2.00 to \$25.00



OUR \$5.00 BAG IS A WINNER. POCKETBOOKS, STRAPS, NOVELTIES, ETC. WE
COULD NOT DESCRIBE OUR LINE IN THIS SMALL SPACE.

DEVINE'S

LOWELL TRUNK
MANUFACTORY

TRUNKS AND BAGS MADE AND REPAIRED

124 MERRIMACK ST. Telephone 2160

BRANCH
260 ESSEX ST., LAWRENCE

LOWELL THE CITY OF HIGH IDEALS

erected about 1850, and was situated on the site of the present building. The need of a larger and better equipped house of justice for the county was soon apparent, and in 1898, the old building was moved to the rear of the lot, and the imposing addition built adjoining it, the addition being the present front of the court.

buildings, including the schools, churches, fire stations, all of which are a credit to the city and in which the citizens have a just pride. The private buildings and business blocks are also suitably attractive as may be judged in passing along our principal business streets.

HOSPITALS

Lowell has four principal hospitals,

erection of a contagious hospital is under discussion and it is probable that another year will see such a hospital actually in existence. There are, besides, several dispensaries of a charitable nature, and other institutions for the caring for the sick and infirm.

LOWELL'S ADVANTAGES

Lowell has advantages as a residen-

the supposition that the only great industry of the city is the weaving of cloth and the spinning of yarn, the work of the great mills. Lowell has many other industries prominent among them being our shoe shops and great machine shops.

In Lowell is made the sail cloth for the great ship defenders of America, the hunting for the flags of the country, the cloth for the khaki uniforms

the factory operatives, and the fact that Lowell is so favored as

A RESIDENTIAL CITY.

There have been many slogans concerning Lowell; it is called by a great number "The City of Homes" and again "The City of Opportunity." Surely there could be no better combination of conditions for the benefit and greatness of a community than

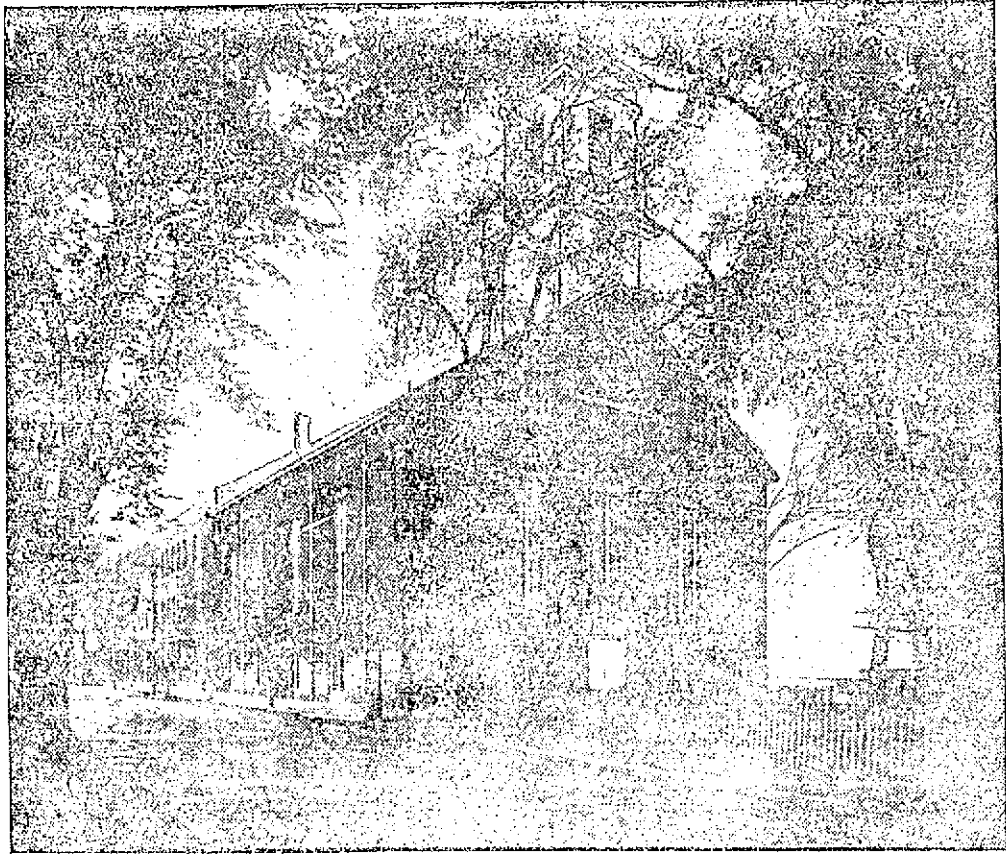
throughout the city in general, the streets are beautified by magnificent shade trees, well kept flower gardens, lawns, etc. The houses are of quite attractive architecture and there are many colonial mansions which are treasures remaining to the city from the early days of the colonists.

CITY OF OPPORTUNITY

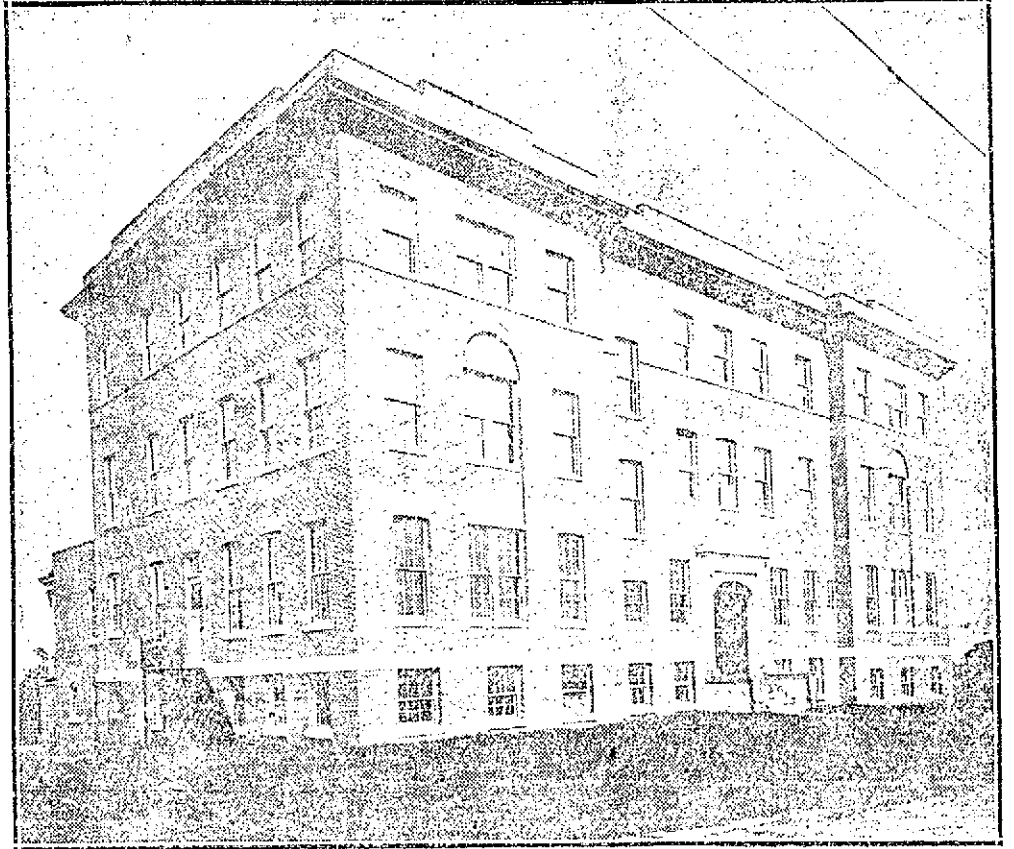
Lowell is also noted as the on account of the vast possibilities of

due the fact that so many industries, other than the mills, have located in or near Lowell, to find prosperity.

Lowell has a brilliant record for patriotism and her sons were among the first to respond to the call to arms in the great year between the North and the South and three of her sons gave up their lives for the Union cause with the gallant Sixth regiment passing



ST. PAUL'S M. E. CHURCH



ST. PETER'S ORPHANAGE

house with its arched entrance.

THE JAIL

Mention must also be made of the county jail, which is a very large and conspicuous structure, exceedingly solid and having the appearance of an ancient castle. It is of old architectural design and the effect is most pleasing.

There are numerous other public

the Lowell General, the Corporation of Lowell hospital, St. John's and Chelmsford Street hospital, all of which are commendable institutions. They are distributed in various sections of the city. The hospitals are all well equipped, and have suitable accommodations for a large number of patients. At the present time, the

that city at all times. One feature of the city is its compactness which brings the residential districts within convenient proximity to the business section, a fact which has many times been commented upon by visitors.

The great mistake made by some people who are not acquainted with the diversified industries of Lowell is

of the soldiers, the ammunition for the battleships and the army and navy products that are exported all over the world.

The city of Lowell has a remarkable record for peaceful labor conditions. All is now peace and contentment, and this is partly due to the variety of her manufactures, the intelligence of

these two. To return to the question of the residential district, the principal home sections, and this most beautiful portions of Lowell are on her hills which almost completely surround the city. These are the heights of Centerville and of Belvidere together with the Highlands, all prominent as residential districts. In these, as well as

her water power, her skilled labor and her great variety of industries. Lowell always has a cordial and a sincere welcome for new arrivals, for new industries, and always does everything possible to further their interests and make their location here a source of success. This is the progressive spirit of Lowell, and to this is partly

through Baltimore to save the capital and thus became the protomartyr of the war. Even as far back as the war of the Rebellion, people of the town which was afterward incorporated as Lowell were among the minutemen at Concord and Lexington. That the people of Lowell are genuinely patriotic has been proved whenever the

1891

1914



JOSEPH MULLIN

Joseph Mullin

DEALER IN

Coal, Hay and Grain

TELEPHONE 880

953 GORHAM ST., LOWELL, MASS.

Nearly a Quarter of a Century
In Business In Lowell

QUALITY OF GOODS HONEST DEALINGS

PROMPT AND CAREFUL SERVICE

LOWEST PRICES

TELL THE STORY OF A SUCCESSFUL BUSINESS CAREER.

—LET'S SERVE YOU—

Bay State Dye House

DANIEL M. LEARY, Prop.

Lowell's Greatest Dyeing and Cleansing Establishment



DANIEL M. LEARY, Prop.

MEN'S AND WOMEN'S
WEARING APPAREL
CLEANSED, DYED AND
PRESSED

Dry Cleansing a Specialty

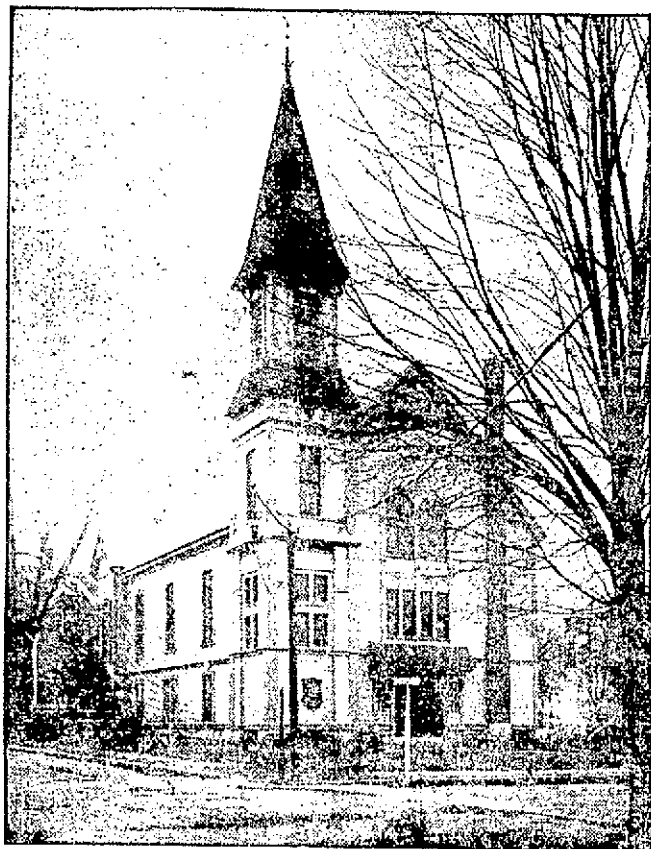
The Bay State Dye House is one of the oldest and most reliable establishments of its kind in Lowell and equal to any in New England. With the best and most improved machinery, backed up by years of practical experience in all lines of the business we are prepared to execute orders with care and despatch. We take pride in referring to our long list of satisfied customers. Prices reasonable.

Bay State Dye House

TELEPHONE 2414

54 PRESCOTT ST., LOWELL

LOWELL THE CITY OF EXPERIENCE



HIGHLAND M. E. CHURCH

country needed defenders. The same record was nobly sustained in the Spanish-American war.

We have not, in this account, been able to devote space to every industry of the city, nor even to do full credit to the accomplishments and growth of Lowell as a great industrial center. The writer has related in a general way

THE PROGRESS OF LOWELL

from her beginning to the present time, pointing out the reason for her present high position in the industrial world, and touching, too, on her social and educational advantages.

THE FUTURE OF LOWELL

Though we can lay no claim to pos-

sessing the powers of prophecy we are going to attempt to glance for a brief space into the future of Lowell. Glancing into the future we see even a bigger, greater, busier city pushing ahead, a city whose growth in the future will eclipse that of the past. We see more tall and imposing structures like The Sun building, a more extensive and varied business section, the Merrimack river made navigable, bearing inward coal and raw material and outward the product of our factories and looms.

The destiny of our city is in the hands of its representatives at city hall, its press and its people, and all should join to make the future Lowell what a great, active, enterprising and progressive city should be, always

moving onward and upward to things better, higher and nobler in the field of human endeavor in municipal progress, in intellectual advancement and the other high ideals of every free people.

THE LOWELL BANKS

It should be stated very clearly for the information of all who do not understand the laws protecting savings banks that nothing could be more secure than the ordinary savings bank conducted under Massachusetts laws.

allowed to purchase any bonds except those designated by the Massachusetts Savings Bank commission, as a safe and legal investment. The commission prohibits the purchase by a savings bank of the bonds of any company that has defaulted on interest or that has not paid a dividend for five consecutive years prior to the time of the purchase. Among the bonds so authorized are United States bonds, state, city and county bonds. Savings banks can invest in real estate mortgages provided the investment com-

real estate so that the loss of any portion of the deposits is practically out of the question. If the building mortgaged to a bank burns up the bank gets the insurance and if from any cause the value of the property is reduced a revaluation is made and part of the loan called in. Thus the money deposited in one of the regular savings banks is used to help Lowell residents to build houses, purchase their homes and thus help the city. The deposits in the postal savings banks, however, are not invested lo-

careful is shown by the fact that they never admitted the now defunct Traders bank to the clearing house on account of the side line for savings deposits which it made a part of its business.

National bank notes are of equal value throughout the United States so that complete protection is thus given the holder for each bank must secure unmatured interest bearing United States bonds in registered form, equal in amount to the total issue of notes desired. Thus a safe and sound currency, circulating without discount or distrust throughout the country is provided.

A National bank may receive money subject to check on which it does not, as a rule, pay interest—issue National bank bills, make loans, collect drafts and to a limited extent purchase and hold real estate. Among the more important duties of the National bank are the buying and selling, exchange, making collateral loans, discounting and negotiating bills of exchange, promissory notes and other forms of indebtedness.

The high reputation for honesty and

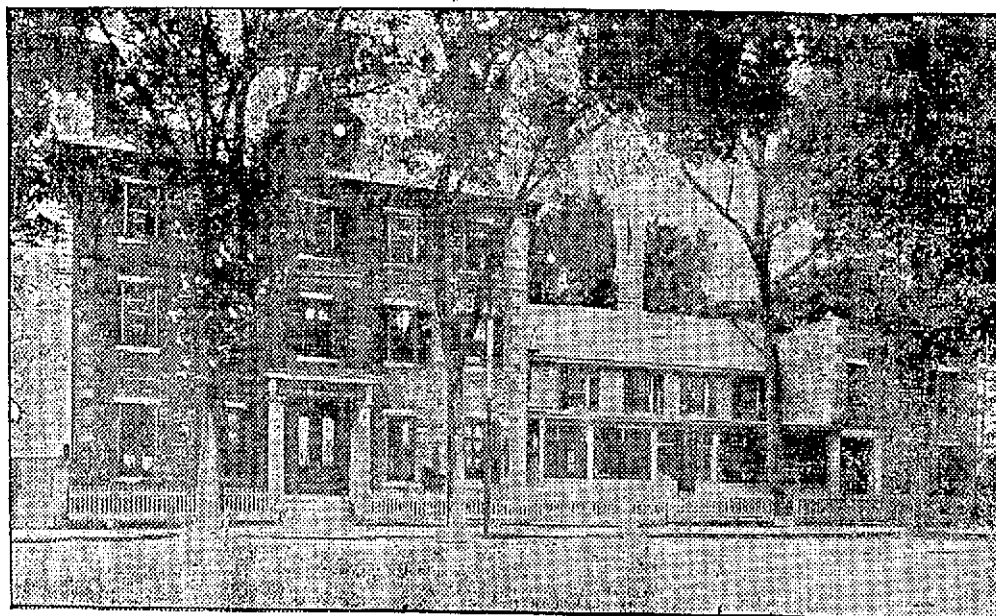
business acumen borne by the officials who control the National banks of Lowell is not only a guarantee of the stability of the banks but of the fair treatment of all their patrons. There are in Lowell seven Savings banks and four National banks, with two Trust companies.

THE LOWELL CLEARING HOUSE

The four National banks constitute an association known as the Lowell Clearing House, the object of which is to facilitate the exchange or clearance each day of the various checks passing between the members, to turn over the balances resulting from such exchange and thus promote uniformity of action among the banks. At the present time the local banks associated in the Clearing House are the Union, the Appleton, the Wamecet and the Old Lowell. The volume of business ranges from \$120,000 to \$210,000.

Each of the associated banks in its turn serves as the local clearing house. At present the Wamecet bank is the clearing house.

The Lowell Trust company and the Middlesex Trust company clear their



THE AITER HOME FOR CHILDREN

The Massachusetts Savings Bank commission lays down specific rules and regulations which have the full force of law for the management of these savings banks so that money deposited therein will be protected against all the risks of commercial speculation. Savings banks of this state are not permitted to loan money on the notes of individuals or corporations without collateral security certified by a majority of the directors to be worth at least 40 per cent. in excess of the loan. The savings bank is not

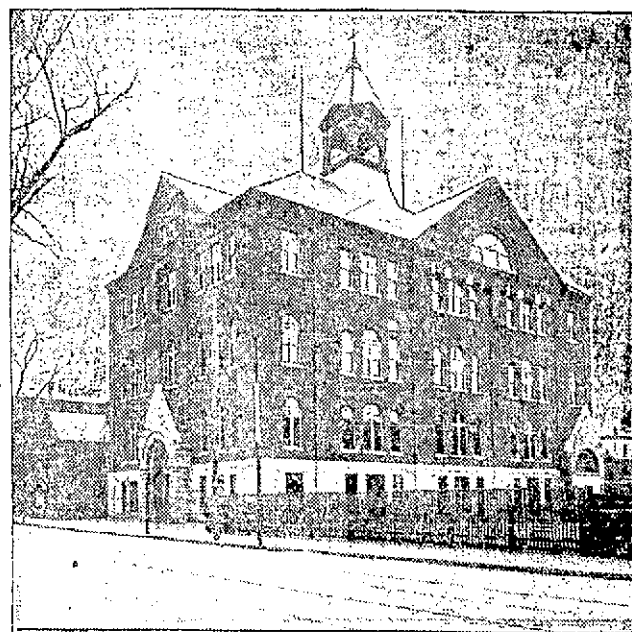
mittee of a bank values the property and certifies that the loan must not exceed 60 per cent. of the market value of such property. The Massachusetts Savings banks never loan money on second mortgages.

The directors and other officials of the local savings banks are all thoroughly reliable men most of whom have been identified with the life of our city for a great many years and whose word is as good as a bond. Most of the deposits of the local savings banks are loaned upon local

cally and hence this is another reason why the local savings bank subject to Massachusetts laws is preferable to the postal even though the latter has behind it the United States government. The rate of interest paid by the government is from 2 1/4 to 2 1/2 per cent, whereas the regular savings banks pay 3 1/4 to 4 per cent. interest.

NATIONAL BANKS

The National banks of this city are under wise and conservative management. That the National banks and trust companies have been extremely



ST. JOSEPH'S COLLEGE

Eastern Oil Tank Co.

CHAS. E. GEE, Prop.

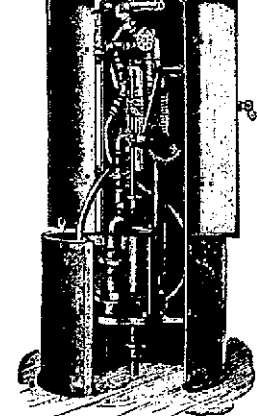
MANUFACTURERS OF GASOLINE STORAGE TANKS AND SELF-MEASURING PUMPS

FOR PUBLIC AND PRIVATE GARAGES
146 Fletcher Street Lowell, Mass.

THE EASTERN CAST IRON CURB CABINET

With a Self-Measuring Pump for Gasoline

The Eastern Oil Tank Co. of Lowell, Mass., is pursuing up-to-date methods by placing on the market a curb cabinet and self-measuring pump for gasoline. The cabinet is made of solid cast iron, capable of withstanding all kinds of weather and upon which salt water has no effect.



CABINET OPENED

use in both garages and automobiles, the latter being of special pattern to take up as little room as possible in the machine.



CABINET CLOSED



Mr. Charles E. Gee is the fertile inventor of the various accessories manufactured by the Eastern Oil Tank Company and promises other good things for the comfort and welfare of the automobile owner in the near future.

With this cabinet is furnished a No. 2 Leader, Double-Acting, Self-measuring, Gallon Pump, which discharges a continuous stream of gasoline, a saving of time and labor which also means a saving of dollars. This pump is fitted with two-way nozzle, gasoline hose with shut-off valve on end, also a funnel filter for separating water and other foreign substances from the gasoline.

The Eastern Oil Tank Company is also prepared to furnish any size tank wanted with this cabinet and manufacture gasoline storage tanks for public and private garages.

They also make funnel filters for use in both garages and automobiles, the latter being of special pattern to take up as little room as possible in the machine.

This filter is designed to prevent water and other foreign substances from passing through the filter, thus removing most of the source of carburetor troubles, such as your engine balks and refuses to start, flooded skin in this filter to wear out and all the gasoline with it, causing your engine to lose power; this same filter gets under the needle valve and means a flood carburetor.

The Eastern Funnel Filter is claimed to obviate such difficulties and to render your gasoline clean and ready for use. By carrying this filter in your car you can always have pure gasoline in your tank while touring.

This Funnel Filter is constructed on entirely different lines than any other on the market as most filters are fitted with drain cock device which oftentimes is neglected to be opened, thus causing serious troubles, but all this is eliminated by the Eastern, which is built to avoid such.

ESTABLISHED 1855

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Sawyer

CARRIAGE
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BUILDERS AND REPAIRERS OF VEHICLES

Automobile Repairing and Overhauling.

Automobile, Carriage and
WAGON PAINTING

Trimming, Woodwork and Blacksmith

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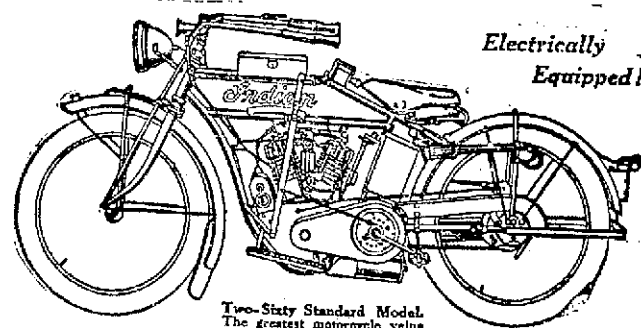
IN ITS EVERY DETAIL

447-471 WORTHEN ST.

LOWELL, MASS.

Tel. 354

Indian Motorcycles



Electrically
Equipped!

Two-Sixty Standard Model.
The greatest motorcycle value
ever achieved. 7 H.P. Twin
equipped with Electric Head Light, Electric Tail Light, Electric Signal,
Two Six Speed Batteries and Corbin-Brown Rear-Drive Speedometer.
Price \$260.00. See Catalog for detailed description.

Indian MOTORCYCLES FOR 1914

60,000 brand-new red machines will go out over the Indian trails during the coming year—the greatest motorcycle production in the history of the industry.

They will flash forth fully armed with "Thirty-Eight Betterments for 1914!" Armed with powerful and beautiful Electrical Equipment! Armed with a New Standard of Value which must completely overturn all existing ideas of motorcycle worth.

All standard Indian models for 1914 come equipped with electric head light, electric tail light, two sets high amperage storage batteries, electric signal, Corbin-Brown rear-drive speedometer.

You cannot fully realize the 1914 Indian without a thorough study of the 1914 Indian Catalog. It makes plain a host of compelling Indian facts that all motorcycle-interested men can consider to their real profit. Send for the 1914 Indian Catalog—the most interesting volume of motorcycle literature you've ever read.

The 1914 line of Indian Motorcycles consists of:

4 H.P. Single Service Model.....	\$200.00
7 H.P. Twin Two-Twenty-Five, Regular Model.....	225.00
7 H.P. Twin Two-Sixty, Standard Model.....	260.00
7 H.P. Twin Light Roadster Model.....	260.00
7 H.P. Twin Two Speed, Regular Model.....	275.00
7 H.P. Twin Two Speed, Tourist Standard Model.....	300.00
7 H.P. Twin Hendee Special Model (with Electric Starter).....	325.00

Prices F.O.B. Factory

George H. Bachelder

POSTOFFICE SQ., LOWELL, MASS.

LOWELL THE CITY OF ACTIVITY

checks through two of the National banks. These two institutions also perform very useful financial functions in the community although slightly different from the national banks. These two are under thoroughly reliable management.

hers approximates 110,000, are fully aware of the important part which the location, the rivers, the establishment of the industries, played in the formation of a truly wonderful city. They, too, are aware that Lowell did not lose sight of these advantages, but wisely directed her energies toward putting

but with the growth came a variety of industries, as the attention of the enterprising manufacturers was drawn to the "City of Spindles," its resources of water power, transportation, progress, etc.

At the present time Lowell has very

and to distribute the products of the various concerns. Mr. Patrick Tracy Jackson is credited with having raised the necessary capital, and in the face of many obstacles the Boston and Lowell railroad was constructed and in 1835 opened for business. The locomotives, it must be understood, were

possible. To their efforts is due the fact that those who later engaged in railroad construction had the advantage of one of the finest roadbeds in this section of the country.

Five years later, the Nashua and Lowell railroad was opened, and this practically put an end to the usefulness of the Middlesex canal. A through line from Nashua to Boston was established. These lines were gradually reinforced with other branches and a fine railroad system developed.

Today the transportation facilities of Lowell are unsurpassed. There are more than 125 passenger trains each day, a large number of them for Boston, and a good proportion of these

made in the railroad systems. To one familiar with the railroad yards extending southward from the Middlesex street station, the large number of freight and passenger cars, the great round houses, the constantly moving trains both coming and going, the greatness of Lowell as a commercial city will be realized.

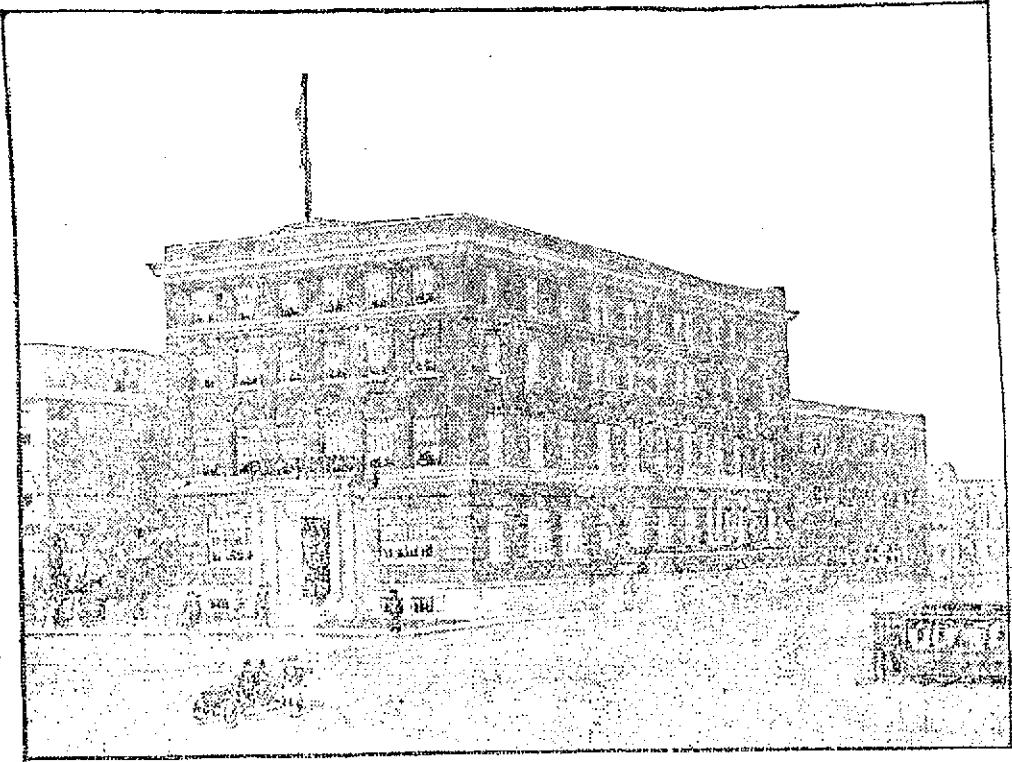
But to grow properly the city needed something more than mere travel and actual transportation of goods, some means of communication with other cities more rapid and certain than the mails. We come now to the introduction of the

TELEGRAPH AND TELEPHONE.

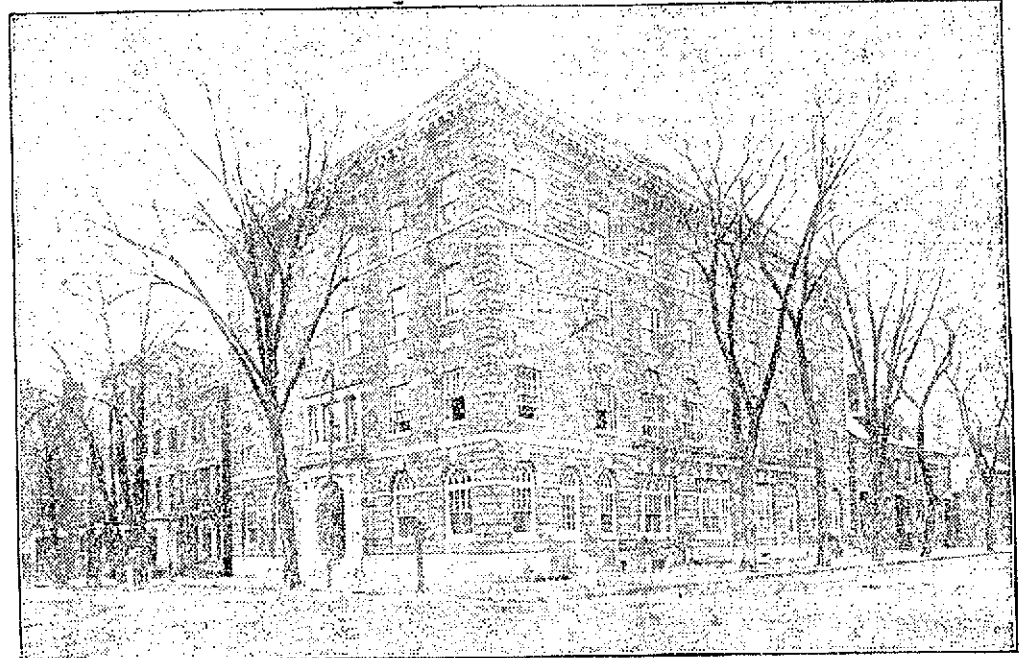
Professor Samuel F. B. Morse bore

tion at Baltimore. It was not long before a system was established in Lowell.

In regard to the telephone. The New England Telephone company of this city now has a most elaborate and competent system, giving excellent service, and being a prominent factor in the city's progress. Last year this company erected a splendid new structure in Appleton street, giving Lowell the distinction of having one of the finest telephone exchanges in New England at the present time. Every thing is arranged so as best to accommodate the subscribers, of which there are very many. The operators, too, are looked out for, and their comfort is provided for by the company, by



Y. M. C. A. BUILDING



Y. W. C. A. BUILDING

GENERAL DEVELOPMENT

Realizing fully the remarkable spirit of enterprise which spurred on the citizens of Lowell to further the city's development from her very beginning, the zeal with which the religious and educational as well as the commercial interests were promoted, we do not wonder at the remarkable progress of Lowell as a center of industry with a justly earned reputation throughout the country.

The more thoughtful portion of the population of Lowell, which in many

them to the best possible use.

Today Lowell bears the distinction of having the greatest

VARIETY OF PRODUCTS

of any city of its size in this part of the country. Lowell products, and especially, of course, the textile products, are sent to all portions of the earth. Histories describe Lowell's progress as phenomenal; we know that in ten years it developed beyond the expectations of its founders. This development was not confined to the textile manufacturing interests alone,

adequate means of

TRANSPORTATION

In the Boston and Maine and the New York, New Haven and Hartford railroads. Lowell was among the very first cities to have a steam railroad. The first means of transportation were the canals, the Middlesex and Pawtucket canals, the Merrimack and Concord rivers, and the stage coaches. When, in the cold of winter, the canals were frozen, an important need was found to carry on the rapidly growing business and manufacturing interests

not, in those days, fully developed, nor were its full powers understood. Consequently, the building of this first railroad was of great expense, the cost being recorded as approximately \$1,600,000. The builders made an excellent roadbed, however, and avoided sharp curves and grades as far as was

are express trains, making the journey to the Hub in quick time. The freight transportation, too, is excellent, as it should be in a city having so great a variety and widely distributed list of products as has Lowell.

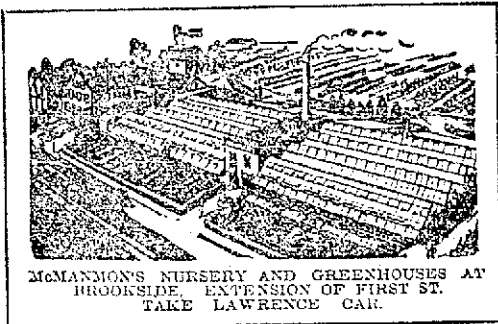
At the present day new developments and improvements are being

the distinction of having invented the telegraph system, that wonderful system of communication which joins the people of every portion of the globe today. He conceived the idea in the year 1832 and the first message was sent on the first day of May, 1844, detailing the action of the Whig conven-

means of rest rooms, parlors, reading rooms, libraries, etc. There is also a school for the instruction of girls who wish to enter the telephone service, and this is a most advantageous feature of the local system. Until a short time ago, the headquarters of the company in this city were located

J. J. McMANMON

FLORIST AND SEEDSMAN



McMANMON'S NURSERY AND GREENHOUSES AT BROOKSIDE, EXTENSION OF FIRST ST. TAKE LAWRENCE CAR.

Designs and Decorations a Specialty

6 PRESCOTT ST., LOWELL, MASS.

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Mellotone

THE MOST BEAUTIFUL FINISH FOR THE WALLS OF YOUR HOUSE

A Paint—ready to use—easy to apply—giving beautiful tints and colors.

Has all the soft, beautiful, useful effects that are so popular today—with the latest colors in decorations.

May be used on old or new walls, on plaster, concrete, metal, etc.

Durable—WASHABLE—easily cleaned—does not easily mar.

Will make your home more sanitary at a small cost. It may be used over plaster, concrete, metal, burlap or any interior surface.

WHEN SELECTING PAINT—

Do not be influenced by the artistic design of the label, the shape of the can, or the "few cents cheaper." These all have their places but you are buying the **Paint**. You'll throw the can away and regret the "few cents cheaper."

Pentucket Best Liquid House Paint is economical because it spreads farther, covers better, wears longer than other paints and every can contains full U. S. Standard measure of paint.

We have a Paint, Enamel or Varnish for every purpose. Flat Colors for walls. Stains for floors and woodwork. Aluminum Paint for radiators, steam pipes, etc.—something for everything.

Ask for color cards.

CITY AUTO DELIVERY

Ervin E. Smith Co.

43-45-47-49 MARKET STREET.

SAMUEL FLEMING



HIGH GRADE SHOE REPAIRING

181 Middle St., Opp. Fire Station. Lowell, Mass. Tel. 668-R

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Cigar Manufacturer

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ALL DEALERS

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M. J. Sharkey, Real Estate—Insurance



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Office 2657-W Res. 2687-R
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Own Your Home

Let me tell you in advance. Oftentimes I have "A Chance" before, easier than you know. Get that home, pay as you go. May be cash or partly mortgage. Learn to manage even a cottage. Prove your wisdom, don't delay. Own your home, 'twill surely pay.

MY LARGER LIST OF INVESTMENT PROPERTIES AND HOMES

always contains many choice propositions, some of which can be safely secured with small deposits and on easy payments. It is always my aim and pleasure to help and please. Come in and see me or telephone.

Patrick Cogger

HEAVY TEAMING A SPECIALTY

Dealer in Sand, for Concrete, Brick Work and Plastering
Loam, Stone and Gravel

OFFICE: 438 RIVERSIDE ST., LOWELL, MASS.
Telephone Connection.

LOWELL THE CITY OF INTEGRITY

In the old Boston and Maine depot in Central street.

The New England Telephone and Telegraph company, however, was not the first to introduce the telephone in Lowell. It might be stated here, that this city was among the very first to have a telephone exchange. William H. Bent, who was interested in telephone matters, was of the opinion that the Pioneer Telephone company, operating principally between Boston and Lowell, was the first to enter the field here and that the Lowell telephone exchange was the first to accommodate the public. Others say that an exchange was opened in Providence, R. I., about the same time.

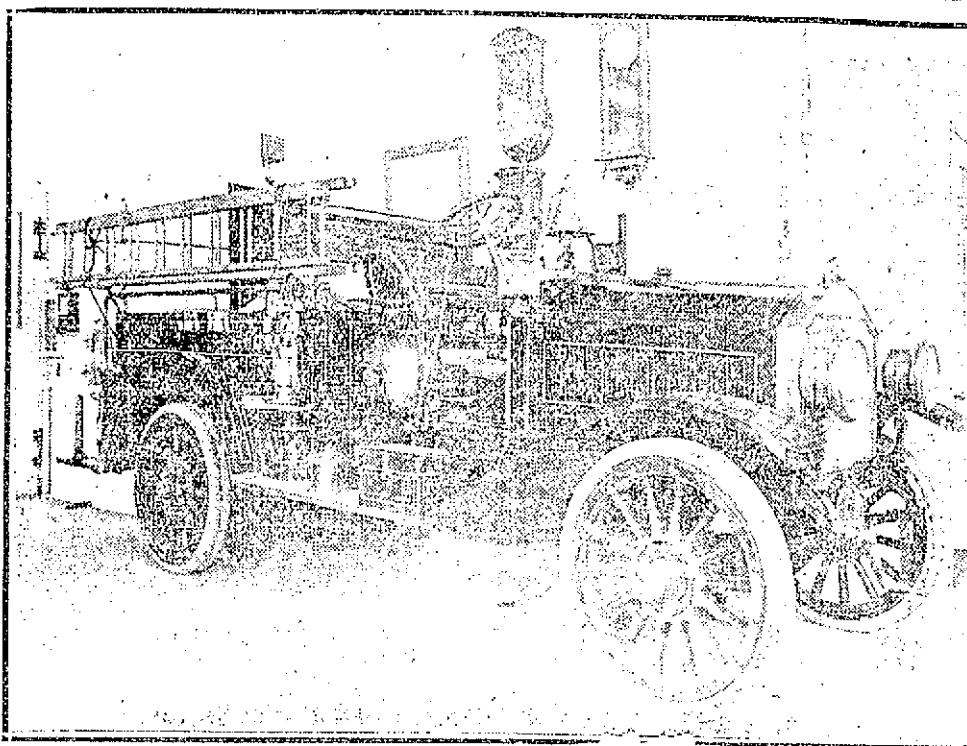
The first record of a petition to establish a telephone system in Lowell is found in the records of the city council and on files for the establishment of a telephone system came from the New England Telephone company in 1878 and the petition was signed by Charles J. Gibson, then of Lowell but recently of New York city. It was referred to the committee on roads and buildings and was granted. When the Lowell telephone exchange was opened, it had 100 lines and 100 subscribers. It was the first of its kind in the city and the first of its kind in the state.

phone company has a remarkably large number of employees.

FIRE DEPARTMENT

To touch briefly upon the various departments, the fire department of the city for efficiency of the men and up-to-date quality of the apparatus is unexcelled. There are more than 130 permanent officers and men; 35 call men; one chief automobile, two district chiefs automobiles, four automobiles, one fire engine, six engines, five hook and ladder trucks, two chemical and twelve hosewagons. There are about 150 alarm boxes distributed throughout the city, and more than 100 hydrants. Each of the engines, trucks and engines has all the most modern equipment.

The chief at the present time is Edward H. Saunders, a man of wide experience in fire fighting. He was formerly district chief under ex-Chief John B. Crowley, who recently resigned. Mr. Saunders' appointment to this position was with general approval. Mr. Saunders, the former chief, possessed a remarkable record as a fire fighter, having been connected with the Lowell fire department for 55 years and he reached the rank of chief engineer, the highest position in the department, in 1914. Under his leadership the department was at the height of its efficiency.



COMBINATION ROSE CARRIAGE, Lowell Fire Dept.

officers and patrolmen, 28 reserves, one automobile patrol, two motorcycles, and two or three bicycles, the latter used in case of emergency or when there is a hurry call for an officer from the station.

The Gamewell system of police telephones is used with big success, and it keeps all of the men in touch with the central office. The system is thus a unit and well organized.

The officers of the department are as follows: Superintendent Redmond Welch; deputy superintendent, Hugh Downey; captains, Thomas R. Atkinson and James Brosnan; lieutenants, John B. Crowley, Martin Connors, John Freeman, Martin A. Maher.

WATER DEPARTMENT

The water department of the city, too, is particularly well equipped. The source of supply is from a large number of driven wells along the boulevard above Lowell and near the Merrimack river. The daily consumption is more than 6,000,000 gallons. There are several reservoirs and more than 150 miles of water mains, and the pressure is sufficient to reach most of our high buildings.

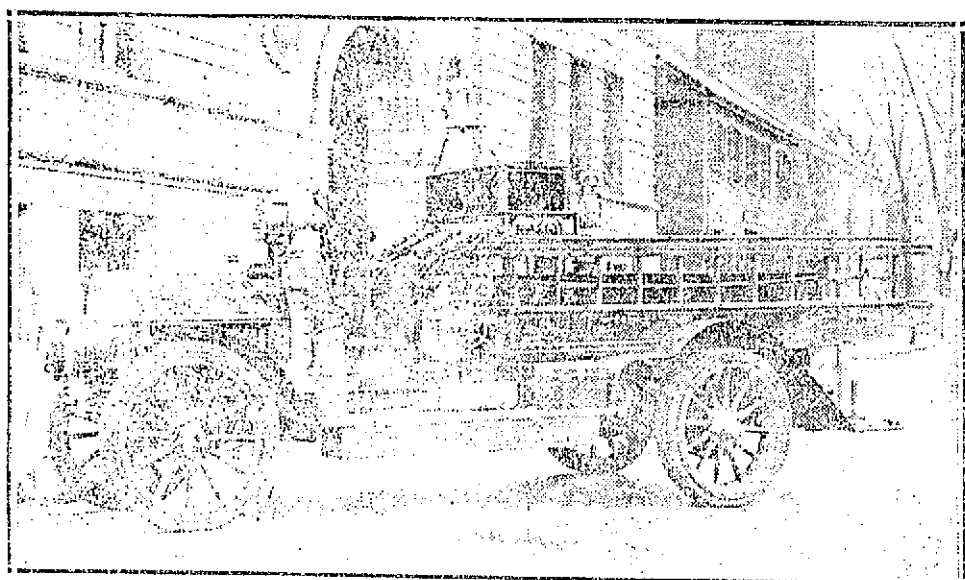
Recently several of the mains throughout the central portion of the city were replaced by larger ones, and the general equipment of the system enlarged and extended. There is an efficient corps of men in the service of the department, and the officials are always awake to an opportunity to better the service. At present Commissioner Carmichael is putting in many new wells to take the place of some that are worn out, and under his direction and that of Supt. Thomas, the supply will be kept as pure as any in the state.

DEPARTMENT STORES

The Lowell department stores are very large, well stocked, and splendidly prepared to furnish their customers just as good bargains as any of the big stores in Boston. Hence it is that people from all the surrounding towns come here to trade rather than go to Boston or elsewhere. Lowell has a large trade from Nashua and Lawrence, the two nearest cities.

COMMISSION GOVERNMENT

A few years ago, the city voted to adopt the commission form of government, which brings the various departments under separate individual heads, centralizes and confirms responsibility for the activity of each, and renders generally more efficient the work of the departments, making



MOTOR LADDER TRUCK, Lowell Fire Dept.

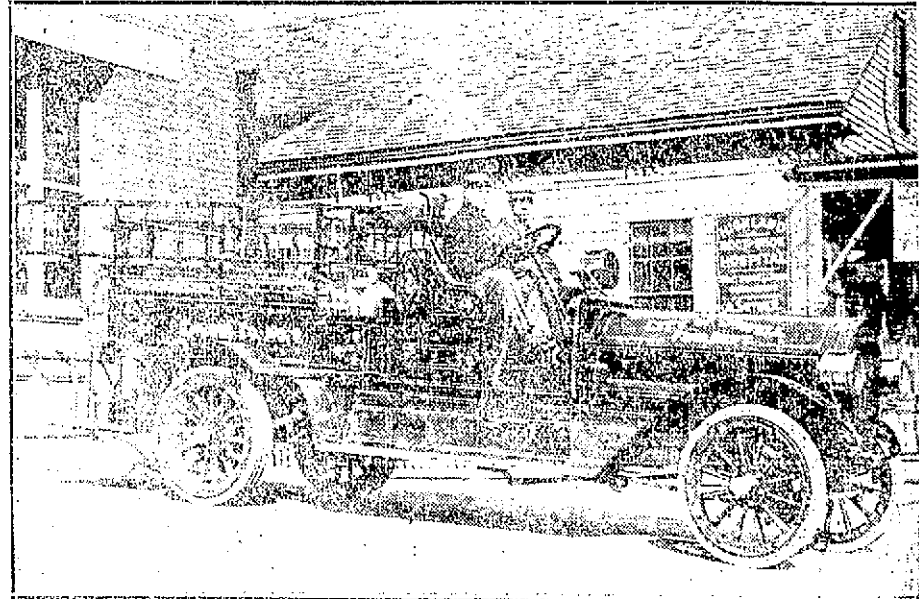
and of efficiency.

By its quick action, the bravery of the men and other favorable conditions, Lowell has been singularly well protected from conflagrations. Many a stubborn and dangerous fire started and threatened destruction to large areas, but in practically every case, the Lowell fire department was equal to the emergency, and the flames were promptly extinguished.

The "flying squadron" of the city, consisting of the automobile trucks, which make remarkably good time in getting to the scene of a fire, is the pride of Lowell people.

POLICE DEPARTMENT

The police department is in charge of Supt. Redmond Welch, whose whole interest is in the work of guarding the safety of the people of Lowell. Superintendent Welch is a man of wide experience in police work, having been connected with the Lowell department for many years. He has held the office of chief for the past several years. There are 127 regular



AUTO CHEMICAL TRUCK, Lowell Fire Dept.

Frank L. Weaver

Alvah H. Weaver

FRANK L. WEAVER & SON



ROOFING CONTRACTORS

Office, 45 Traders Bank Building,

Lowell, Mass.

1845

1914

A Hardware Store for Nearly Three Quarters
of a Century

THE BEST OF EVERYTHING IN
Hardware and Cutlery

CAN BE FOUND IN OUR STORE

Our stock is so large and varied that we can only suggest that you come to us with your wants and needs and let us supply you.

Contractors' Supplies of Every
Description

We also have in connection with our store a complete

Paint Department

We are sole agents for the world-wide celebrated line of Paints made by

JOHN W. MASURY & SON

When in need of anything in the line of Hardware and Paints come to us.

The Thompson
Hardware Co.

254-256 MERRIMACK ST.

AUTOMOBILE AND FIRE INSURANCE
at the lowest rates.

Edward F. Slattery, Jr.
REAL ESTATE and INSURANCE

904 Sun Bldg., Lowell, Mass.

Excellent List of Two Tenements For Sale

Scott & O'Day Co.
PLUMBING AND HEATING
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54 Appleton St., Lowell, Mass. Telephone

Wm. Wrigley & Co.
BRASS FINISHERS AND
MACHINISTS

Telephone 2114

133 Middle St.

Caswell Optical Co.

REGISTERED EYESIGHT
SPECIALISTS AND MANUFACTURING
OPTICIANS

15 years in same old store. Thousands of people have been benefited by us.

11 BRIDGE STREET

JOHN BRADY

HEAVY TEAMING AND TRUCKING

SAND, GRAVEL, LOAM, CRUSHED
STONE, OLD BRICK

Wholesale and Retail Dealer in

ALL KINDS OF WOOD AND COAL

OFFICE, 155 CHURCH STREET,

TELEPHONE 976-W

LOWELL THE CITY OF THRIFT

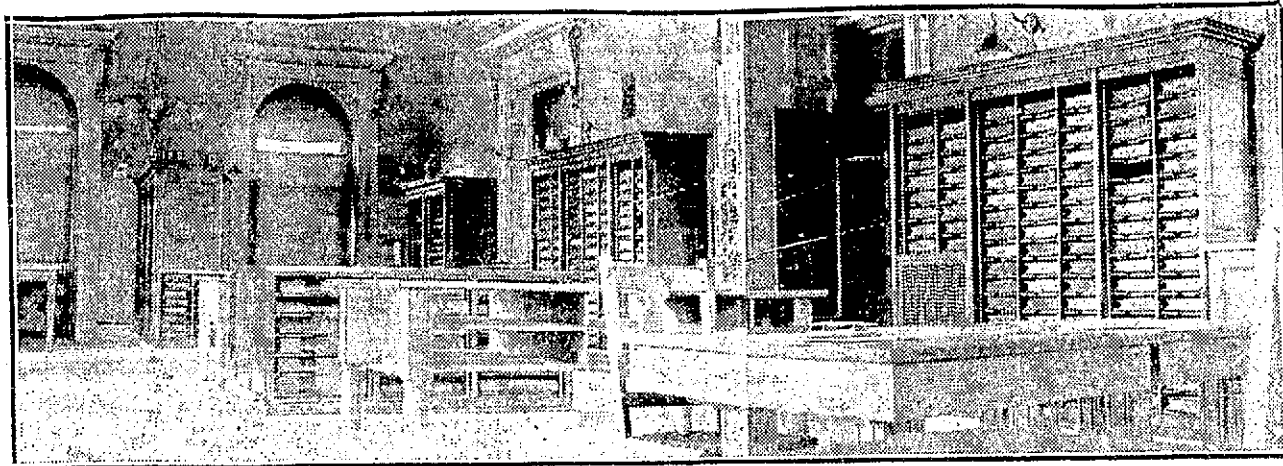
them more directly responsible to the people.

At the time of the adoption of this new form of city government, there was, naturally, some opposition to the change by the more conservative portion of the population. At this time The Sun favored the change, seeing in it prospects of future betterment for the city.

OUR SHOE INDUSTRY

Lowell is commonly known as the Spindle City on account of its many cotton mills, and this name was given it years ago when cotton manufacturing was practically the only local industry, but things have changed in this respect and of late the shoe business has attained larger proportions in Lowell.

Statistics of the shoe industry prove that New England is destined to continue to lead the country in the manufacture of shoes and no city can boast of a more healthy development in

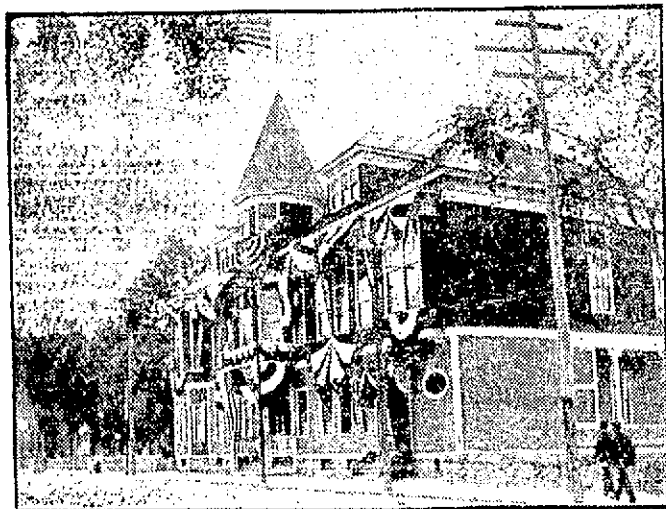


HALL OF RECORDS, LOWELL REGISTRY OF DEEDS

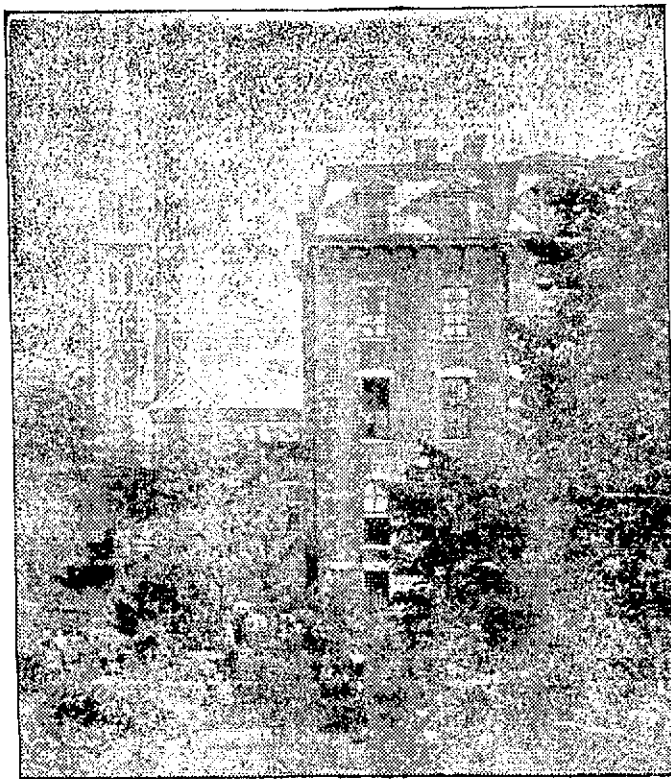
which is furnished by the total deposits in the savings banks, this year amounting to \$32,258,462. Working people are largely represented in this, and visitors are surprised to learn of the thrift of Lowell people and the great number who own their own homes.

The following statistics may be of interest to many: Lowell shoe shops consume daily the hides and skins of about 10,000 kids and goats; 400 horses and colts, 2,500 calves and 1,100 steers, as well as 8,000 yards of cloth for linings, and about 12 miles of different kinds of thread. The total capacity of Lowell shoe factories is about 81,000 pairs per day. The shipments of shoes last year amounted to about \$4,000,000 and the cost of labor to produce these shoes amounted to a very considerable part of the whole.

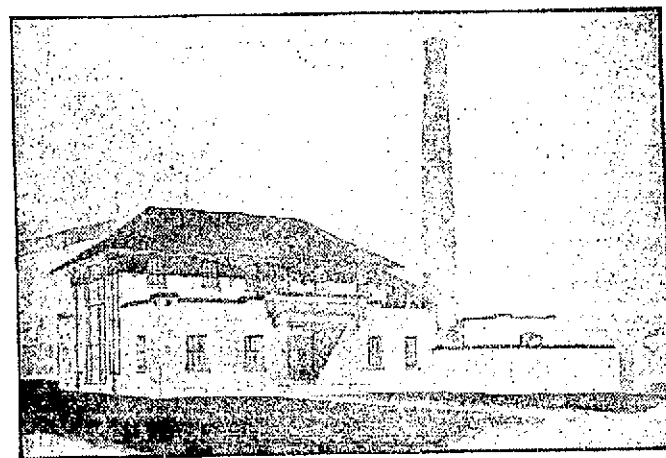
Within the past three years the increased capacity and value of product amounted to over 20 per cent, which



O. M. A. C. HALL



NOTRE DAME ACADEMY



AUXILIARY PUMPING STATION

this business than Lowell, on account of the absence of labor strikes and the intelligent help that can be secured here.

Motive power and transportation facilities in Lowell are the very best, while encouragement is given to help make business enterprises successful. Lowell has direct freight and

express communication with the factories of the United Shoe Machinery Co. in Beverly, and experts from their company are constantly to be found in local factories rendering the type of service which has made the United Shoe Machinery Co. so important a factor in modern shoe manufacturing. From the starting of the mills, in

1835, up to the present day, no city in the United States can show a better record for settled labor conditions. It is a very rare occasion when the prosperity of the community is disturbed by reason of labor troubles, especially in the shoe business. The character of the city and its people can have no more eloquent testimonial than that

is a remarkably good showing in the shoe industry. There are many conditions which tend to make Lowell an ideal place as a medium grade shoe center. While the city has grown up its inhabitants now number about 110,000 it still retains many of the characteristics that belong to the old New England town; beautifully and

LOWELL

CHICAGO

LAWRENCE

PHILADELPHIA

NEW BRUNSWICK (Factory)

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Merrimack Square's Big Wall Paper House Leaders

FOR OUR NATION'S 1st ANNUAL GREAT "CLEAN UP WEEK" OF MAY 3rd, IN ALL OUR STORES



L. R. WILSON, Manager

Our "Water Wall" and "Sun Proof" Papers, regular values 35c to \$3, Roll

17½c to 98c

About 45,000 Rolls of New Parlor Papers, Roll

12c to 98c

About 18,000 Rolls New Dining Room Papers, Roll

6c to 28c

About 2000 Patterns New Cut Out Borders (all cutting free of charge), Yard

1c to 98c

About 70,000 Rolls Imported Fadeless Oatmeal Papers, Roll

12½c and 17½c

About 80,000 Rolls New Chamber Papers, Roll

4c to 18c

About 200,000 Feet Mouldings, Foot

1c to 18c

About 1000 Patterns Imported Japanese Grass Cloth and Leather Papers, Roll

\$1.98 to \$4.98



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Merrimack Square and Prescott St., Opp. Sun Bldg. Tel. 4451

"AMERICA'S BIGGEST WALL PAPER MANUFACTURERS AND DISTRIBUTORS"

THE HOUSE OF
CUT OUT BORDERS

MANUFACTURERS

IMPORTERS

JOBBERS

RETAILERS

THE HOUSE OF
FADELESS PAPERS

L. R. WILSON, Manager

LOWELL THE PRIDE OF NEW ENGLAND

healthfully situated at the confluence of the Merrimack and Concord rivers, possessing natural advantages enjoyed by few cities of like population. Employers of labor and men of capital may find skilled and unskilled labor available in abundance.

One of the shoe manufacturers who has had great prosperity during the

such an extreme that there was nothing left for me but to close up the plant or go out of business. I decided to come to Lowell on account of the good things I had heard about the character of the working people in this city. I do not object to unskilled labor, in fact all my present employees belong to a union and I prefer to

anxious to learn but capable of doing excellent work after a little training. They are willing to make a slight sacrifice for the purpose of learning the different branches of the trade and I have endeavored to give them every opportunity for this purpose.

"I have now a wage scale in force at my shop that enables me to do busi-

Some could stand that but I could not. "When I see the progress made by the green help taken into my shop, I marvel at what might be done here if the proper opportunities were offered for training in technical trade lines. I never saw people more anxious to learn or more docile in following direc-

of them out of the cotton factories." Secretary Murphy of the board of trade says that after a few years Lowell will be a strong shoe town. The number of shops at present is very encouraging but there is plenty of room for more and plenty of good help ready to quit the cotton mills and enter shoe shops.

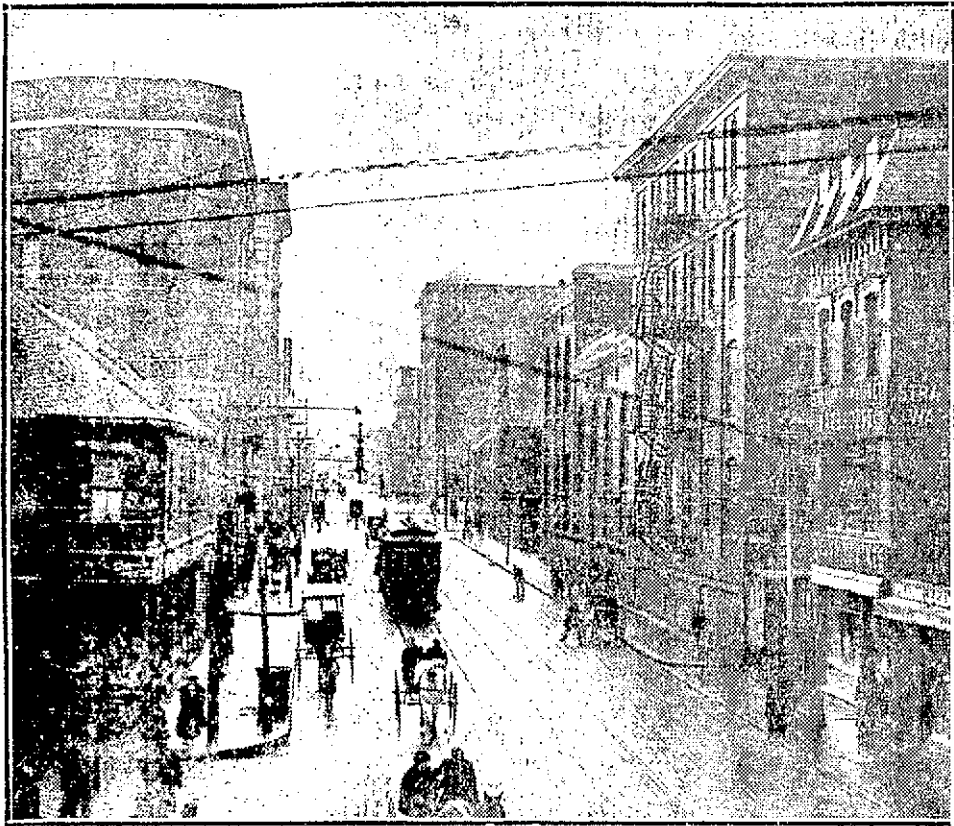
"We want a few more wood-working factories here in Lowell," said Mr. Murphy. "In winter a considerable number of the wood-workers, carpenters and others suffer because of slack business. They want more work and a good large furniture factory could get some fine workmen here. We are looking for such a factory and are

time the buildings occupied are the old Mann school building on Broadway, the Merrill school on Common street, the old Bartlett facing the North common, and a portion of the old Moody school on East Merrimack street. The head office of the school is in the Mann building on Broadway and the department for domestic science in the Merrill school. The work of every department is so hampered that only half the applicants who seek admission can be accommodated. At present the department conducted under Principal Fisher's supervision are automobile repairing, electric work, machine shop practice, carpentry and domestic science, which includes cooking, dressmaking,

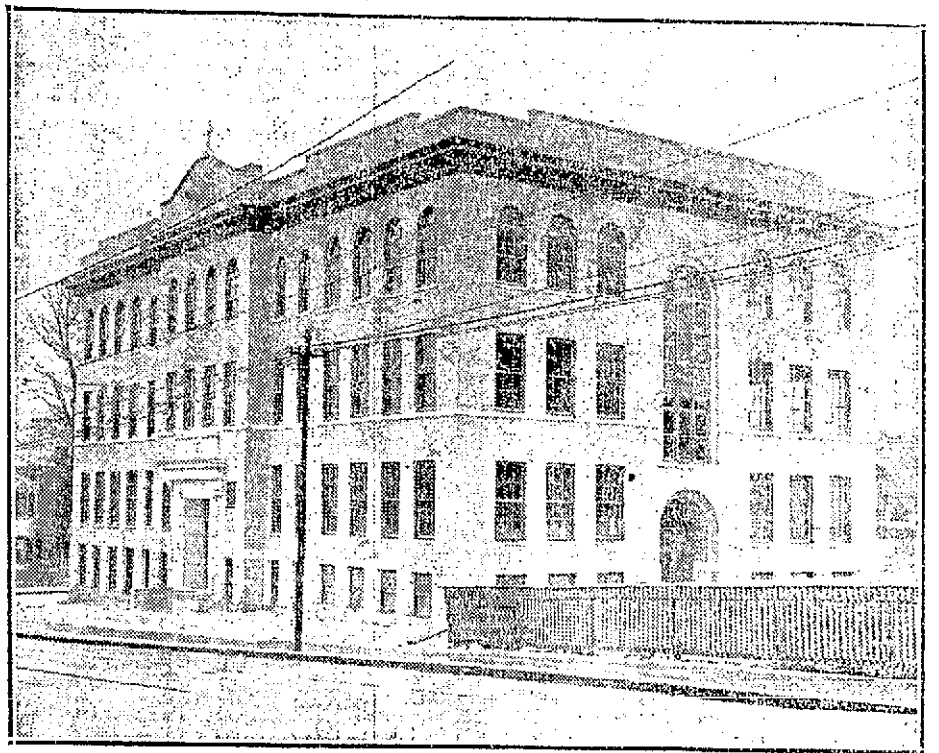
erecting such a building that members of the school board appealed to the legislature for a loan outside the debt limit during the present year, but owing to the opposition of Mayor Murphy and City Solicitor Honnery the petition was thrown out.

The parents of children throughout the city are very anxious that those who cannot go through the high school may have the opportunity of starting to get even a rudimentary knowledge of some mechanical trade in the Industrial school after graduating from the grammar school.

It is the belief of those who have given the matter considerable study that if a boy learns the business of shoemaking, he will endeavor to start



MIDDLESEX ST., LOOKING WEST



ST. PETER'S PAROCHIAL SCHOOL

five years that he has been in Lowell stated to a Sun reporter a few days ago that he has nothing but words of praise for the class of help he has found in Lowell.

"I came here," he said, "with a small number of skilled employees. I had practically been driven out by the help in the city in which I had been doing business. Things had gone to

have it so because there is more harmony in the shop. But the unions here are under wise leaders. They do not want to wipe out the wage system by taking over the shop and dividing it among themselves. This is all the difference between Lowell and the place from which I came.

"I have found the people who work in shoe shops in this city not only

ness at a fair profit and gives the help more money in the course of the year than they would get if I paid 10 per cent. more and took long vacations. That is what hurts in the business as carried on in the shoe towns. There are long idle spells and when the men get back to work some of them think they should get wages high enough to compensate them for the idle time.

tions. Men and women who never sat at a shoe bench before fell into the business without the slightest difficulty.

"This is one reason why I believe industrial education should be favored and even boomed. It would give these people the opportunity they need and in time it would take a vast number

willing to offer inducements that will count for success."

THE INDUSTRIAL SCHOOL

According to Principal Fisher of the Industrial school, a new building is imperatively necessary in order that due provision may be made for the rapid growth of this school. At the present

millinery and a few other branches. Mr. Fisher has made the proposition that a new building of sufficient size should be erected on the land belonging to the city on the site of the old hotel, corner of Fletcher and Dowers street. That would undoubtedly be an ideal site for such a school and it would be fairly convenient to every section of the city. It was for the purpose of

that business for himself when he grows up. If, on the other hand, he learns to be a carpenter he will probably become a builder. If he is a metal worker he will engage in some of the iron industries to that the opportunity for boys to learn trades in this school will eventually bring about a greater diversity of industries than we have at the present time.

APPLETON COMPANY

JACKSON STREET, LOWELL, MASSACHUSETTS

INCORPORATED 1828

CAPITAL

- - - - -

\$450,000

A. G. CUMNOCK, Treasurer
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W. M. SHERWELL, Paymaster

Manufacturers of Fancy Goods in Great Variety

CATLIN & CO., SELLING AGENTS, NEW YORK AND BOSTON

THE WEATHER
Fair tonight and Thurs-
day; strong northwest
winds.

THE LOWELL SUN

BASEBALL
EXTRA

ESTABLISHED 1878

FIRST SECTION

LOWELL MASS. WEDNESDAY MAY 6 1914

SOUVENIR EDITION

48 PAGES ONE CENT

LOWELL 1 - LYNN 6

SEARCHING FOR 19 MEN ADrift IN OPEN BOAT

SABLE ISLAND, N. S., May 6. Ships this morning were still searching in the vicinity of Sable Island for the third boat supposed to contain 19 men which with two others put away from the liner Columbian after she had caught fire at sea Sunday night. Two boats, containing 27 of the crew, including Captain McDonald and one body already have been picked up. The first was found by the Canadian Franconia late yesterday, the second by the steamship Manhattan. The latter is bound for Antwerp and will land the survivors there. The Franconia headed for Boston. Of the Columbian's crew of about 50, one was killed outright in the explosion on board, one, the chief steward, died in a lifeboat and one was drowned.

CAPTAIN McDONALD AND 13 OF CREW PICKED UP BY MANHATTAN

SABLE ISLAND, N. S., May 6.—Captain McDonald and the 13 members of the crew of the British steamer Columbian, burned at sea, were saved by the steamer Manhattan. A wireless dispatch to this effect was received from the Manhattan by the Marconi station here early today.

The Manhattan, bound from New York for Antwerp, had been near the scene of the burning of the Columbian for some hours and was known to be searching for boats containing members of the Columbian's crew. Her success was announced in the following message:

"Manhattan picked up one boat of Columbian, captain and 13 others. One engineer killed in explosion and one man drowned, leaving ship. Manhattan still searching for other boat." The rescue, it was added, was made early this morning in 41.19 north latitude and 52.55 west longitude. Yesterday the Canadian liner Franconia picked up one of the Columbian's boats containing 13 men and one boat containing 19 men and one boat containing 19 men and one boat containing 19 men.

TODAY'S SUN CONSISTS OF Forty-Eight Pages

in four sections of
twelve pages each.
Every Reader Should See
That He Receives the
Entire Paper for
One Cent

POSTAL RATES
Persons mailing copies of this issue to friends must put on the proper stamps or the paper will not be delivered. The postal rates for this 48 page number are as follows:
To all parts of the United States, Canada, Mexico, Hawaii, Canal Zone, Porto Rico and the Philippines, 2 cents per copy.
To all European countries, Australia, New Zealand and points in Asia and Africa, within the postal union, 6 cents per copy.

WANTED

Everybody to Attend

Machinists Ball

Thursday, May 7. Associate Hall
Concert 8 to 9 by Henry Roy Min-
trelle. Dancing 9 to 12. Music

MINER'S UNION ORCHESTRA

Tickets 50c, (admitting lady and gent.)

CHALIFOUX CORNER

The heat of excitement
caused by the good
merchandise and low
prices at the Chalifoux
corner store helps these
days to keep the public
warm this unseason-
able weather.

The body of Chief Steward Matthews so that 27 in all have been rescued alive. The other missing boat, for which the Manhattan and other steamers are still searching contains the first and second officers and 17 men.

The steamer Columbian, bound from Antwerp for New York, caught fire at sea Sunday night. According to the wireless advices from the Franconia, which rescued the first boat of survivors, the flames spread quickly and were followed by explosions which necessitated the hasty abandoning of the steamer by the crew. The men got away in three boats but in their haste were ill prepared for a battle with the seas in open boats. The first survivors, when picked up, had been adrift for 36 hours and suffered severely. Captain McDonald's boat, picked up early today by the Manhattan, was adrift for more than fifty hours before help reached them.

Continued on page five

TO RESCUE STRAGGLERS

TRINIDAD, Colo., May 6.—Earnestly pleading with men of many nations, only a small part of whom could understand his sharp spoken words, Major Holbrook of the fifth United States cavalry today urged 200 survivors at Camp San Rafael to deliver over their arms and ammunition to the United States authorities. After he had done, the group divided to allotted points of the camp, where they have been interned, and from there the remarks of Major Holbrook.

NO NEW TRIAL FOR FRANK

ATLANTA, Ga., May 6.—The Fulton county superior court today denied the extraordinary motion for a new trial for Leo Frank, the young factory superintendent and murderer of Mary Phagan, a factory girl. In denying the motion, Judge Hill announced today by formal order that he had no exceptions, thus allowing the ruling to be appealed to the state supreme court.

CONGRESS TO ADJOURN JULY 10

WASHINGTON, May 6.—Adjournment of congress by July 10 was predicted today by Senator Kern, democratic leader of the senate after a White House conference at which the president and senators Kern, Hoke Smith and O'Connell discussed the legislative program.

MASS CHILD LABOR LAW

BOSTON, May 6.—An order to amend the child labor law so that children between 14 and 16 years who passed a physical test might work in textile industries failed in the house today by a vote of 154 to 42. The advocates, nearly all of whom were from the textile centers, claimed that the present law prohibiting the employment of those under 16 years was too severe.

SOUR STOMACH AND ITS ACCOMPANIMENTS

Sour stomach is caused by undigested and fermenting substances in the stomach. Its accompaniments are nausea, belching of gas, in some cases vomiting of acid or bitter matters. Get a box of DYS-PEP-LETS for ten cent or a quarter at your druggist's, and they will give you prompt relief. They are made by Hood and therefore are good. They combine the best carminatives and correctives, and are an elegant product of up-to-date pharmacy.

May 9

Money deposited on or before
the above date in the

WASHINGTON SAVINGS INSTITUTION

267 CENTRAL STREET
will be placed on interest on
that day.

If you have no bank account,
start one today—One dollar will
do to begin with.

Bank Incorporated 1892

JAS. E. O'DONNELL

Counsellor at Law
Room 220, 45 Merrimack St.

INNINGS	1	2	3	4	5	6	7	8	9	Runs	Hits	Errors
Lowell	1	0	0	0	0	0	0	0	0	1	5	2
Lynn	0	2	4	0	0	0	0	0	0	6	6	2

The undefeated Lynn team was the attraction at Spalding park this afternoon and as the theatrical managers would say there were added attractions in the person of "Pete" Condon, the Billerica boy, who has made a hit with the Shoemakers; Frank McPherson of the Y. M. C. I. basketball team, who was on the bench in a Lynn uniform; and Albie Moulton, the former Lowell second baseman, who is now covering the middle station for Lynn. The fans were somewhat disappointed at not seeing any one of the three in the lineup. But it was not Condon's turn to pitch; Moulton was spiked a few days ago and was unable to play, while McPherson is being tried out. Condon's friends of Billerica and the Y. M. C. I. were out in force and at the start of the game he was called to the plate and presented a beautiful traveling bag; the presentation speech being made by Cecil D. Dodge, of The Sun. The bag was given by friends of the Y. M. C. I. and of Billerica. The lineup was announced as follows:

LOWELL	LYNN
1b Burke	2b Mahoney
2b Kelly	1b Porter
3b Stimpson	3b O'Connell
4b Pottenger	4b Smith
5b Flannery	5b Kelley
6b Dea	6b Robinson
7b Murphy	7b Sheehan
8b Wood	8b Ted

Sumner Thomas made his first appearance behind the plate this season while Flannery, who is an infield, made his debut in the outer garden. Smokey Joe's young brother was on the mound for Lowell. Empire Roberts, who officiated at the Lowell-Hartford post-season series last fall, called the game at 1 o'clock, with an attendance of 1200, including many locals.

First Inning
Mahoney opened the proceedings by sending Porter, the Cincinnati Red, back to the dugout. O'Connell fanned to Thomas. No runs. For Lowell Burke flied out to O'Connell, doubled to right, Porter misplaying his fly, Stimpson grounded out, Mahoney to first, Kelly cutting third, Pottenger singled to centre and Kelly scored. Port, stole second. Flannery walked. Dea struck out. One run.
Score: Lowell 1, Lynn 0.

Second Inning
Smith went out, Carr to Kelly. Flannery walked. Robinson hit to centre field and Pottenger flied the ball. Flannery scored and Robinson getting on. Murphy went out, Wood to Kelly. Sheehan hit to right field, scoring Robinson. Ted flied out to Thomas. To runs.
At the opening of this half Porter and Robinson changed positions in the outfield. Carr grounded to Mahoney and was out at first. Thomas hit softly to left. Thomas stole second.

REP. ACHIN'S BILL

In the legislature today the amendment proposed by Rep. Achin providing that children between 14 and 16 years of age will be allowed to work more than eight hours a day in factories if they secure a physician's certificate that such labor will not injure them. All the Lowell delegation in the legislature voted for the amendment, which was beaten 154 to 42.

ON LARCENY CHARGE

An officer of the Andover police department came to this city today and returned to Andover with David Valentine, the man arrested last evening by Patrolman Regan. The police allege that Valentine entered the house of a George Guthrie of High street, Andover, and stole a gold watch. When arrested on Moody street last evening he had in his possession a gold watch and a pawn ticket and was booked at headquarters on a charge of drunkenness and suspicion of larceny.

NAVAL TUG REMANDED

CURLING, N. F., May 6.—The United States naval tug Potomac, which was abandoned in the Gulf of St. Lawrence last winter, was remanded today by her engine, a United States gunboat, and a party of New Foundlander. It is expected she will reach port safely.

"NEWS" DIED OF BULLET WOUND

BOSTON, May 6.—It is Gold, a newsboy, died today from a bullet wound received in Haymarket square Saturday. It is alleged that Mary Germain shot at another person and unintentionally wounded Gold. The woman is under arrest.

CHAS. H. HANSON & CO., Inc., Auctioneers

OFFICE ROCK STREET
TELEPHONES 154-8748

BIG SPECIAL SALE

At Our Stables, Rock St., Lowell, Mass.

Thursday, May 7, 1914

BEGINNING PROMPTLY AT 10 O'CLOCK, A. M.

Including one express load of extra fine fresh country horses consigned by Holland-Nugents Maxwell Bros. Co., E. St. Louis, Ill. Some big drafters, farm chums, express and general business horses; also a few quality harness horses. Usual big assortment of second-handers—wagons and harness. Every fresh country horse will be sold, win or lose.
C. H. HANSON & CO., Inc.

Runs	Hits	Errors
1	5	2
6	6	2

Wood struck out. Burke beat out an infield hit, Thomas making third. He was caught out third and was out by Flannery. No runs.
Score: Lynn 2, Lowell 1.

Third Inning

Mahoney walked. Porter beat out a grounder to Carr. Mahoney going to third. O'Connell singled to centre, scoring Mahoney. Wood hit Smith, flied the ball. O'Connell flied to Carr. Thomas collided with the grandstand trying to get Robinson's foul fly and was somewhat shaken up but he continued in the game. Robinson hit to Burke, who threw him to plate, allowing Porter and O'Connell to score. Smith flied to Ted and O'Connell to second. Thomas caught Robinson off second and threw to Burke, getting him out. Murphy singled, scoring Smith. Sheehan fanned. Four runs. For Lowell, Kelly hit to Ted and died at first, Stimpson hit to Mahoney and was two out. Pottenger went out, Sheehan to Smith. No runs.
Score: Lynn 6, Lowell 1.

GAME POSTPONED

Eastern Association—Hartford-Pittsfield game postponed—wet grounds.

LATEST DEVELOPMENTS

Mediators sessions to be held at Niagara Falls, Canada, May 18.

Carranza threatens to resign as chief of the constitutionalists because Villa has deposed General Chao as military governor of Chihuahua.

Bodies of New England men killed at Vera Cruz to reach Boston Tuesday.

Constitutionalists' artillery reaches Tampico and general attack by rebels is expected.

Woman sniper at Vera Cruz, who says she tried to shoot Americans, is killing her brother, given six months in jail, but sentence may be reduced.

Seventy American refugees from Tampico sail for that port again to save oil from running to waste.

War Department has plans made for campaign against Mexico City, with Gen. Wood in supreme command, Gen. Funston leading advance and Gen. Bailey in command at Vera Cruz.

LOWELL TEXTILE SCHOOL

GRADUATION OF EVENING CLASSES WILL TAKE PLACE THIS EVENING—MANY GRADUATES

The graduation exercises of the evening classes of the Lowell Textile school will be held in the school hall this evening. The speaker of the evening will be Hon. John C. Cole of Andover. Mayor Murphy will present diplomas to 57 graduates, and Mr. A. C. Cumcock will make the address of welcome. About 55 of the graduates are from Lowell and the others are from Lawrence and surrounding towns.

TELEGRAPHIC BRIEVITIES

VERA CRUZ, May 6.—The American fleet off Vera Cruz passed ship today and fired a salute of 29 guns in honor of the fourth anniversary of the accession to the British throne of King George.

PARIS, May 6.—Countess Edmond de Pourtales, who was famous in the court of Napoleon III on account of her beauty and social power, died in this city today.

PARIS, May 6.—The French Boxing Federation, the principal authority in ring contests in France which for a time refused to recognize Jack Johnson as the heavyweight champion boxer of the world, this afternoon accepted his claim to the title.

NIAGARA FALLS, N. Y., May 6.—An unidentified man in a rowboat was swept over the Horseshoe Falls today. The man was crossing the river between La Salle and Chippewa when one of his oars broke.

SPRINGFIELD, May 6.—Forty churches were represented in the convention of the Western Massachusetts Protestant Episcopal diocese held in Christ church today.

WORCESTER, May 6.—The tennis match between the Hay-Cross and Tufts today was called off because of wet grounds.

DIG TRUCK DAMAGED

A large auto truck owned by the H. R. Barker Mfg. Co. was badly damaged yesterday afternoon in Allen street, when it skidded on the wet pavement. The machine struck the side of the curb stone and one of the rear wheels snapped off. The chauffeur escaped without any injury.

BOY INJURED

Thomas Smith, a son of the proprietor of Smith's pork store was injured this afternoon when the horse he was driving ran away throwing him out of the wagon. He struck forcibly on his head. He was removed to the Lowell hospital.

5 PER CENT.

Dividend rate the past six months—4% for the year.
Shares Now on Sale
You may pay from \$1 to \$25 per month. Each share reaches ultimate value, \$250, in about 125 years. Annual Report, free, explains fully.
LOWELL CO-OPERATIVE BANK
Banking Rooms, 88-89 Central Block.

Fourth Edition ENVOYS TO PROCEED WITHOUT CARRANZA

WASHINGTON, May 3.—The South American mediators who are seeking an adjustment of the Mexican trouble were perfecting plans today for removal of the conference to Niagara Falls, Ontario, on May 18. Telegrams were sent to a leading hotel there, now closed, asking if its opening would be advanced so as to accommodate them. If this is arranged the quarters will be established there; otherwise at another hotel or private cottage for which negotiations are under way.

The mediators will leave here Thursday, May 14, to arrange preliminaries for the open session on the following Monday. The party including secretaries, stenographers and other officials will number about 15, not including the United States and Mexican delegates and those of Carranza should be finally come into the deliberations.

The envoys continued their sessions today, expecting to advance on various branches of the work pending the opening of the conference.

SUPT. R. WELCH

Asked to Find Good Woman for Western Man

A man from the backwoods of Minnesota writes Supt. Welch that his happiness would be complete if he only had a good woman. He appeals to the superintendent as an expert judge in such matters to find the right woman and send along her name and address to Knife River, London Crossing, Minn.

The writer of the letter evidently does not understand that Supt. Welch for many years has been looking for a good woman for himself and thus far has been unsuccessful. But perhaps he will be able to suit the Minnesota man, although unable to discover the one destined to be his second self.

"If you know any good woman in Lowell who wants a good man, it is better old, of good habits, gentle and confident, tell her to write to Supt. Welch, says the correspondent. The superintendent has here an opportunity to make two people happy and to do for a Minnesota man what he has hitherto failed to do for himself. Send the address, Mr. Supt. This applicant for a Lowell woman is not fussy as to looks, age, stature or antecedents. He only specifies a single requirement—that she be a good woman. It is now in order for any good woman who wants a good man to present herself to Supt. Welch, who may make a double selection.

GREEK MEETING

The members of the Greek community held a meeting in the school hall in Jefferson street last night, the meeting having been called for the purpose of announcing the names of the various candidates at the coming election and also to change some articles of the by-laws, but as it was nothing was done and the meeting was adjourned to a later date, after a very warm discussion between some of the interested parties.

"Sincerely yours,
(Signed) "Richard Olney."

The president has not yet selected anyone to substitute Mr. Olney on the board and is not likely to make a choice for several days as he is again canvassing the field of available men. It was said by persons close to the president that in all likelihood a New England man would be chosen so that the geographical representation on the board might be symmetrical.

Charles S. Hamlin, now assistant secretary of the treasury, who comes from Boston, has been mentioned for the place, among others. It is unlikely that the governorship of the board will go to the New Englander but that one of the four men already selected for the board will be its governor.

TODAY'S SUN

This issue of The Sun consisting of 48 pages in four 12-page sections was printed complete, cut, folded and inset, by one revolution of our new Lightning Sextuple Press and delivered counted in piles of twenty-five at the rate of five complete papers per second.

For full description of this wonderful web perfecting press see pages 6 and 7 of the second section.

Keep Young

There are two ways of keeping young.

By FEELING young, and by LOOKING young.

The electric vibrator is the guardian of both health and beauty.

Lowell Electric Light Corp.

50 Central Street.

J. F. O'Donnell & Sons

UNDERTAKERS

Complete equipment for city or out-of-town funerals.

A chapel where services may be held or bodies kept when desired. Advice and information given.

Telephone: Office, 439-W Residence, 439-R

318-324 MARKET STREET, COR. WORTHEN

Pure Worsted Serge Suit

At MACARTNEY'S

At \$8.37

AMONG THE TOILERS

John Rogers of the Lowell Felt company is longing for the O. M. L. ends to go to camp. Jack had charge of the cooking last year.

Arthur I. Kne is a young man who, by close study is today a lawyer with a large practice and coming prospects of many future successes.

William Kenebeck has joined his partner, "Bill" Harrington in Manchester. Both like the city of Manchester but "O you Lowell!"

Representative John J. Gilbride is a young man who has shown by his perseverance and natural ability that he is capable of taking up almost any kind of work and go through with it.

The many employees of Agent William Mitchell of the Mass. mills wish him a pleasant voyage to the Mediterranean countries which he will visit on his trip to Europe.

John F. Payne, Lowell's great minstrel man is already planning some of his old time entertainments. John is

the premier end man in local minstrel circles.

Secretary Joe Quinn, of the machinists' union avers that the coming fall will be a great event. The members dream of it in their sleep, especially Jack Gallagher, the hustling manager of the program.

The many friends of Miss Anna Guthrie, employed in the carding room at the Hamilton Manufacturing company will be pained to learn that she will lose two fingers as a result of an accident which happened yesterday.

Nichols Rumbauter had his hand caught in the elevator at the Tremont and South mills yesterday and was seriously injured. He was taken to the corporation hospital where he was given surgical treatment.

Farrell Carney, of the Building Trades union is one of the oldest, if not the eldest man, actively engaged in the labor movement in this city. Mr. Carney is one of the charter members of the Building Trades union in this city.

Charles Farrell, second hand in the black room at the Tremont and Suffolk mills is trying a come back stunt at baseball. Charlie used to be pretty good in his day and he may fool his many friends who say his come back is an impossibility.

Mr. William Warren, the popular singer of comic selections, is a teller in every sense of the word. He is always on the go from one place to another. "Bill" is one of the leading agents for the John Hancock Life Insurance company.

The many friends of "Pete" Condon of Billerica and Lowell, will be glad to learn that he has made good with the Lynn baseball team. He has pitched two games and won them both, and his heavy hitting started piling up of runs for his team against Fitchburg Monday afternoon. "We're all with you, 'Pete' old man."

Miss Mary A. Clark of No. 40 East Pine street has left her position with the W. G. Wright Co., of 87 Middle street, where she has been employed the past 15 years and has accepted a position with the Andover Press. Her numerous friends wish her success.

Mike Wrenn still has a little "pep" left in him. At the running games held last Saturday he took first place in the high jump, going five foot five, which is a good considering his weight and height. Mike used to be the premier runner around these dignities. He is employed by the Bigelow Carpet Company.

Young Edward Cawley, one of the best athletes the Lowell High ever had, will be in Lowell next Saturday. Ed is playing with the Colby college baseball team at shortstop. The team will play in Boston Saturday afternoon and he will spend the night and Sunday with his folks. Ed is the son of Edward F. Cawley, the well known coal dealer of Rogers street.

Building Laborers Union Met

The Building Laborers union held its regular meeting last night in

This Morning We Placed on Sale About

FIVE THOUSAND YARD COTTON and SILK

WASH MUSLINS

AT 12 1/2 C YARD

Regular Price 25c Yard

Colors are Greens, Blues, Grays, Tans, Lavender, Pink, Garnet, Brown and Black and White in Dots, Scrolls, Stripes, Figures and Combination colors.

The Bon Marche

LOWEST PRICES CONSISTENT WITH RELIABILITY



Both of these fabrics are 27 inches wide, also both are silk mixtures suitable for dresses, waists, etc.

This Morning We Placed on Sale About

ONE THOUSAND YARDS COTTON and SILK

RATINE MAHARAJAH

AT

25c

YARD

Regular Price 39c Yard

Colors are Steel Gray, Greens, Dark Gray, Pink, Ecru, Cream, Tans, Light Cadet and Navy Blue, Brown, Lavender and White.

SEVERE ITCHING AND BURNING

Of Salt Rheum on Hands, Arms and Forehead. Had to Wear Gloves at Night. Could Not Put Hands in Warm Water. Cuticura Soap and Ointment Cured.

111 Lancaster St., Portland, Me.—

"About three months ago I had salt rheum on my hands so bad that I had to wear gloves at night. The breaking out first made its appearance as little blisters which caused a terrible itching. These would break and form a yellow scab. I could not put my hands in warm water. This gradually extended over both arms and also broke out on my forehead. These places were so numerous on my body that the head of a pin could not be put between. The itching and burning were so severe that I could not sleep nights. I used several different so-called remedies for skin troubles. Soap, and several others but obtained no relief. A friend advised me to try the Cuticura Soap and Ointment. I bought one cake of Cuticura Soap and one box of Cuticura Ointment and got relief after the first application. After using the Cuticura Soap and Ointment three times a day for one week I was completely cured." (Signed) Mrs. F. E. Smith, July 3, 1913.

Cuticura Soap 25c, and Cuticura Ointment 50c are sold everywhere. A single set is often sufficient. Liberal sample of each mailed free, with 32-p. Skin Book. Address post-card "Cuticura, Dept. T, Boston."

Men who shave and shampoo with Cuticura Soap will find it best for skin and scalp.

NOTICE

LOWELL CO-OPERATIVE BANK
The annual meeting of the shareholders of Lowell Co-operative Bank will be held Friday evening, May 15, 1914, in room 83 Central Block, 83 Central street, Lowell, Mass., for election of officers for the ensuing year and any other business that may legally come before the meeting.
WILLIAM L. BROWN, Clerk.

STROPS, SHAVES CLEANS

Without detaching blade.
THE AUTO STROP SAFETY RAZOR
Is simple and economical, money is refunded after a 30 days' trial if not satisfactory, and 500 shaves from each 12 blades is positively guaranteed.

The Safety Razor Shop
HOWARD The Druggist,
197 Central St.

PHOTOS AT HALF PRICE DUCLOS STUDIO

Still doing business at 71 Central street, corner Market, while alterations are going on. Will remove to our new studio, 708 Merrimack street by July 1. There is no show at the door but come up just the same.



CLEAN UP WEEK

This is the time to clean up your back and front yards and house, and while you have entered into the spirit of the occasion it would be a good idea to have your watch and clock cleaned. We are star performers at that kind of a job, and if you are not able to call with it just drop us a postal or telephone us and we will call for it and put it in the best possible condition. After that you will surely be on time right up to the second.

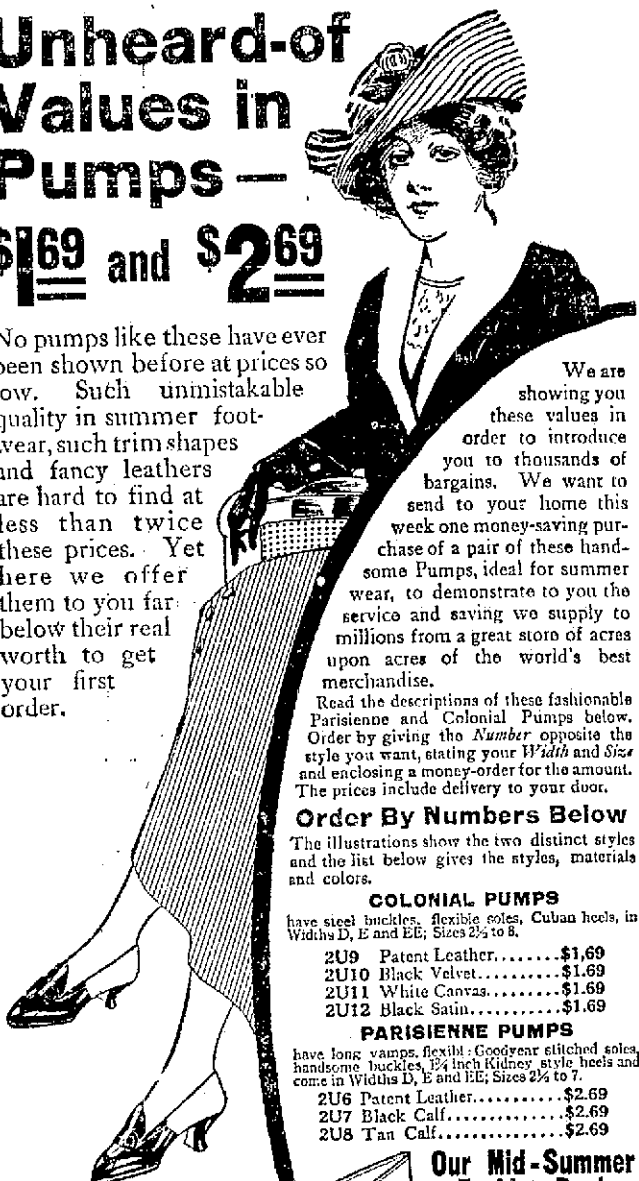
FRANK RICARD'S

Up-Town Jewelry Store
638 Merrimack St.

Unheard-of Values in Pumps —

\$1.69 and \$2.69

No pumps like these have ever been shown before at prices so low. Such unmistakable quality in summer footwear, such trim shapes and fancy leathers are hard to find at less than twice these prices. Yet here we offer them to you far below their real worth to get your first order.



Colonial Pumps

\$1.69

Prepaid See Descriptions Opposite

Parisienne Pumps

Prepaid \$2.69

We are

showing you

these values in

order to introduce

you to thousands of

bargains. We want to

send to your home this

week one money-saving

purchase of a pair of these hand-

some Pumps, ideal for summer

wear, to demonstrate to you the

service and saving we supply to

millions from a great store of acres

upon acres of the world's best

merchandise.

Read the descriptions of these fashionable

Parisienne and Colonial Pumps below.

Order by giving the Number opposite the

style you want, stating your Width and Size

and enclosing a money-order for the amount.

The prices include delivery to your door.

Order By Numbers Below
The illustrations show the two distinct styles and the list below gives the styles, materials and colors.

COLONIAL PUMPS

have steel buckles, flexible soles, Cuban heels, in Widths D, E and EE; Sizes 2 1/2 to 8.

209 Patent Leather.....\$1.69
210 Black Velvet.....\$1.69
211 White Canvas.....\$1.69
212 Black Satin.....\$1.69

PARISIENNE PUMPS

have long vamps, flexible soles, Goodenrich stitched soles, handsome buckles, 2 1/2 inch kidney style heels and come in Widths D, E and EE; Sizes 2 1/2 to 7.

216 Patent Leather.....\$2.69
217 Black Calf.....\$2.69
218 Tan Calf.....\$2.69

Our Mid-Summer Fashion Book

contains hundreds of wonderful offerings in high grade clothing, dresses, suits, undergarments, hats and soon to anything you need.

We will send you a copy of this Mid-Summer Fashion Book without any charge. Just mail this coupon.

Montgomery Ward & Co.
New York City, N. Y.

Name.....

Address.....

See Descriptions Above

R.F.D.....

Trades and Labor hall, 32 Middle street. The meeting was largely attended and was called to order by President John J. Kelley. Five new members were initiated and seven applications for membership received. A committee was appointed to look into some work being done on Merrimack street that was not favorable to the union. Several members made remarks on the good and welfare of the union.

The Building Laborers' union is one

of the oldest if not the oldest of the many unions in our city. It was organized twenty-six years ago in St. Joseph's hall. Patrick Buckley was the first president and Daniel Sullivan the first permanent secretary. Since then they have occupied many different halls. They were the first union to take Trades and Labor hall, on Middle street, and were exceptionally good to the other unions that were starting about that time. Besides giving these unions free use of the hall they helped nearly all of them financially. The wages at that time were between 32c and 42c an hour for bricklayers. The wage paid at the present time is 60 cents an hour. During this time the union has paid out about \$5000 in death benefits. This union also organized the present Trades and Labor council. There are some of the clifftimers in the field now and the most prominent of these you will see on our streets every day. "Joe" Convery is at present a fireman. John J. Mahoney, Andrew Shannan, Farrell Carney and Daniel Moynihan, all charter members, are actively engaged in labor movements at the present time.

News of the Carpenters

John M. Davis, one of the local members is another of the victims of the tool thieves who operate in this city, or nearby towns as soon as a building boom starts. The theft was reported in yesterday's police news in The Sun. The chest of tools was worth about \$75 and contained the following list of tools: 1 mitre box, 4 cutting off saws, 1 panel saw, 1 rip saw, 1 keyhole saw, 1 24 in. iron plane, 1 14 in. iron plane, 1 8 in. iron plane, 1 brass block, 1 level, 1 square, 1 mitre square, 1 bit stock and 20 bits, 3 screw drivers, 1 automatic drill, 1 boring machine, 1 hand awl and set of tools, 2 hand squares, 1 iron plough plane, 1 pair of dividers, 2 hammers, 5 nail sets, 1 box files, 3 pairs of pliers, 1 rule, 2 foot, 1 hand axe, 1 shingle hatchet, 1 steam gauge, 1 oil stone.

In nine cases out of ten the police recover these stolen articles in pawn shops, and it is to be hoped that they will recover these tools, and see to it that the guilty party is apprehended and the maximum penalty imposed. Every summer the carpenters are imposed on in this way. A tool theft is reported about every week at the carpenters' headquarters.

The Carpenters' union held its regular meeting in Carpenters' hall, 32 Middle street, last night. Considerable important business was transacted. Last night was a big night for the initiating class, 10 new members being admitted. There were also four applications for membership received. Several members made some interesting remarks pertaining to contract work.

A communication from the International Union of Woodworkers asking the carpenters to affiliate with them, was read, but no action was taken.

Underwear and Hosiery

The American Textile Magazine has this to say in regard to the manufacture of underwear and hosiery. Business for two seasons is coming close together the underwear trade this month, for the past month has not been satisfactory so far as advancing transactions are concerned.

Manufacturers were looking for duplicate orders for spring and summer from the dealers, for stocks in the dealers' hands were low, the last season's goods having been well cleaned out before new goods were received. According to normal conditions such a situation should have developed a brisk business in re-orders before this, but such has not been the case. If there is a reason for this delay in increasing supplies in the distributing market, it is due to the delayed season. So long as winter has been hanging around and coming back every other day as has been the case well into April, and the preceding month having been unusually bleak there was but little inducement for customers or consumers to think of replenishing their wardrobes. The heavy garments were none too heavy for the temperature, and the result has been that all

different colors the number of shades being almost unlimited. Low priced silk goods have been crowding out the sheer cotton and lace lines, and given warm weather I expect that the demand will be increased. The demand for goods which retail at 50c, a pair has been heavy, and we have done a lot of business with goods selling under 50 cents. The demand for goods retailing at a dollar a pair has been good enough to just keep us going. The sale of cheap lines has been good for immediate and future deliveries.

To add to the general bad situation cancellations of orders have caused considerable anxiety.

The only key to the situation, it seems to me, is weather.

The business in silk lines has been good considering the disadvantages. There has been a demand for many

J. L. CHALIFOUX CO.

COR. MERRIMACK & CENTRAL ST.

NEMO WEEK IN OUR CORSET DEPARTMENT

NEARLY every woman has long known that Nemo Corsets effectively safeguard her health and give her supreme comfort. A visit to our Corset Department this week—NEMO WEEK—will convince her that they are also pre-eminent as STYLE corsets.

The brand-new Nemo KOP-SERVICE models at \$5.00, for example, are the ONLY corsets in existence that produce the desirable "corsetless" effect while giving complete physical support, and without almost certain ruination of the figure. See them—have them demonstrated—learn what THE BEST corset-service means.

Many other splendid Nemo models for all figures and for every purpose—\$3.00 and up. See them all, this week, here!

These are three exceptionally useful numbers:

No. 303—NEMO LASTIKOPS CORSET; an ultra-fashionable model for slender and medium figures. The new semi-elastic "Easy-Front" insures wonderful freedom and comfort, with the "natural figure" in perfection. Very long skirt; low bust—almost topless.....\$3.00

No. 552—NEMO KOPSERVICE CORSET—Entirely novel construction combines the comfort of the old short corset with newest fashion-effects. Wide semi-elastic front goes. Low bust; front steels with incised ends give perfect support. Very long skirt, with Lasticurve-Back.....\$5.00

No. 327—NEMO DUPLEX SELF-REDUCING CORSET—Very long skirt; low bust. Incised front steels provide excellent support. New arrangement of reducing bands of semi-elastic Lastikops Webbing at skirt-back give a perfect in-curve.....\$3.00



N. E. BUNTING COMPANY FOR BOOTH MILLS

Hopes to Get Government Order for Flag Bunting Despite Competition of Foreign Firms

The officials of the New England Bunting Co. of this city are patiently awaiting news from Uncle Sam relative to that order for 250,000 yards of bunting for the navy department, and they feel confident that again they will be favored with the order, despite the fact that a foreign company has submitted bids for two or three cents less per yard than the Lowell concern.

At the present time the company is busy on a large order which it received last year and they have until June to turn out the entire order. Between 65 and 70 employees, two-thirds of whom are women are given employment and the average pay at this mill, it is claimed, is far higher than other textile industries.

One of the officials of the company in conversation with the writer said the 1913 order for Uncle Sam will be finished by June, but if the 1914 order is not given to the New England Bunting Co., it will not mean that the plant will go out of business. The company manufactures bunting varying between 18 and 82 inches in width and much of it is sold to flag manufacturers. The government orders as a rule call for 18 inch bunting. If the pending order is given to a foreign manufacturer it will mean a curtailment at the local plant and that will make it bad for the company, inasmuch as skilled workers are scarce, and if a curtailment takes place it is probable that the employees who will be laid off will secure employment elsewhere. It is expected that the contract will be given out within a short time and it is probable that if Rep. Gilbride's resolution now before the Massachusetts legislature is upheld, it will have great bearing upon

the secretary of the navy to have the goods manufactured in the state.

Musketquid
A neighboring plant of the New England Bunting Co., the Musketquid mill, is a very busy concern. This company manufactures worsted suitings for men and women and the orders are plentiful. Mr. Laycock, the superintendent of the plant, in conversation with a reporter for The Sun, said business is very good and he expects that before a short time his employees will work overtime. He is a man who believes in the new tariff, but in his opinion it would have been better if the said tariff had been forced in gradually.

"When the tariff bill was signed," said the superintendent, "our plant experienced a slow down in business. We felt the depreciation in orders considerably at that time, but since business has been picking up gradually and at present the plant is running with a full complement of help and full time. Business conditions to my knowledge are far better than during President Cleveland's administration, although a certain number of textile workers are daily seeking employment. People may talk about the United States manufacturers not being able to compete with foreign industry, but I can say that we can and at that produce better merchandise and dispose of it at prices that foreign industry could not touch. But of course in order to do this a little time is necessary by which the manufacturers can get ready to compete with foreign labor which is much cheaper than in the states, and that is why I say that it would have been better to have introduced the new tariff on a gradual scale. However, I believe that the American manufacturers will pull through all right although it will take some time for some of them to get down to real business.

SUCCESSFUL WHIST PARTY

A successful whist and entertainment was conducted at Notre Dame de Lourdes parish school hall last night, the affair being given for the benefit of the church under the auspices of Cecile La Gallette. The affair was largely attended and the organizers were warmly congratulated for their work. Frank Ricard presided and at the close of the whist tournament entertainment numbers were given by Emma Dancoese, Emma St. Onge, Rose Desaulniers, Aileen Letendre. The organizer of the event was Miss Emma Dancoese, vice president of the circle and she was assisted by the following: President, William Gellinas; treasurer, Miss Emma St. Onge; Misses Yvonne Guertin, Yvonne St. Onge, Christine Ducharme, Marie Louise Payer, Ernest Dubois, Joseph Gesteau, Arthur Thibault, Arthur Hubert and Athanasie Gosselin.

RECORD LIQUOR SEIZURE

RANDOLPH, Me., May 6.—Sheriff O'Connell and six deputies made yesterday what is believed to be the largest seizure of liquor in the history of Maine, taking the contents of a large box car that had arrived in the Maine Central yards some time during the last 24 hours.

Four two-horse trucks were four hours in transferring the liquor to the court house.

Stockholders Authorize Big Financial Deal for Improvements

At a special meeting of the stockholders of the Booth mills held in Boston yesterday afternoon an issue of \$600,000 deferred payment notes at 7 per cent, to meet the improvements that have been made at the mills in the past few years, and to provide necessary quick capital, was authorized. The meeting was attended by 28 persons and all but 200 of the 10,000 shares were voted upon. The final vote authorizing the issue of the securities was 6000 to 3890. Eighty per cent of the stock in the Booth mills is held by a dozen people and it is said that the interests represented by the 6000 shares will see to it that the securities authorized find a market.

That there are powerful conflicting interests within the Booth corporation is not denied and these interests have been seeking to gain control of the Booth mills for some time past.

The plan contemplated by the Lowell management of the corporation to raise the additional capital was to increase the capital stock from \$1,200,000 to \$1,800,000, on the basis of the present valuation of the plant. To accomplish this a two-thirds stock vote was necessary, though notes can be issued on a majority vote.

The division within the corporation comprises a majority of the directors and the Ayr interests upon the one hand, and the Wellington, Sears Co., which is the selling house, allied with minority Lowell interests, on the other.

It has been acknowledged by both sides that the additional working capital is necessary, and the selling house, which is a large stock holder, has been willing to agree to this upon certain terms. There was no secret made yesterday of the fact that these terms involved the actual management of the plant, and consequently there was some rather frank talk on both sides, in which the lawyers representing the principal interests participated.

On a show-down, the management of the corporation had 6000 shares to 3890 voted by the selling house interests, and while this was not sufficient to put through a preferred stock issue, it was recorded in favor of the note issue, though there was some protest from the other side.

SEEKING A GOVERNOR

PRES. WILSON LOOKING FOR MAN TO TAKE PLACE OLNEY DECLINED

WASHINGTON, May 6.—President Wilson is searching for a governor of the federal reserve board. He offered Richard Olney, former secretary of state, the position as head of the board which will regulate the 12 regional banks, but Mr. Olney declined, being unwilling at his advanced age to undertake new responsibilities.

Many administration officials were disposed to believe that Secretary Houston of the department of agriculture would be the man finally chosen for the place. It is an open secret that the president has wanted to appoint Mr. Houston to the federal reserve board but did not wish to make any changes in his cabinet which he refers to as "a team."

It is known that since Mr. Olney's declination the president has not fixed on any one but is looking over the field. He is said to be anxious to get a New England man so that all sections may be represented on the board.

Colonel William A. Gaston and Joseph H. O'Neill, both prominent bankers, have been suggested as possibilities, but it is believed the president will choose a business man with legal training.

HOUSE FOR TWO WARSHIPS

WASHINGTON, May 6.—The administration two-battleship program for next year in the navy appropriation bill was sustained in the house yesterday, when the one-battleship proposal was voted down 91 to 148, and a motion to strike the two-battleship provision was rejected by a vote of 41 to 152.

ONLY ONE "BROMO QUININE"
To get the genuine, call for full name, LAXATIVE BROMO QUININE. Look for signature of E. W. GROVE. Cures a Cold in One Day. 25c.

CURLEY MAKING GOOD

DECREASES IN BOTH GROSS AND NET FUNDED DEBT OF BOSTON SINCE HE TOOK OFFICE

BOSTON, May 6.—There have been substantial decreases in both the gross and net funded debt of the city since Mayor Curley took office three months ago, according to the regular monthly statement of City Auditor Mitchell, which was made public yesterday.

The city auditor's report showed that during the last three months the gross funded debt of the city has decreased \$142,000, while the net funded debt has decreased \$289,410.87.

Jan. 31, the gross funded debt of the city was \$120,525,581.01, while on April 30, the gross funded debt was \$120,383,551.01. The city's net funded debt on Jan. 31 was \$78,961,370.21, as against \$78,671,959.24 April 30.

The net rapid transit debt April 30 was \$21,549,073.02. April 30, the city had the right to borrow \$1,029,045.91.

SUMMER PLAYGROUNDS

LIST OF SUPERVISORS AND ASSISTANTS ANNOUNCED BY PARK COMMISSIONER ROUNTREE

The following list of supervisors and assistants for the summer playgrounds was announced last night by Park Commissioner Rountree:

South common, May M. Cowell, 1032 Gorham street, supervisor; Marion E. Cooney, 51 Huntington street, all day; Marion G. Carey, 32 Ellsworth street, half day; Eugene J. Donovan, supervisor; North common, Mary C. Joyce, 22 Twelfth street, supervisor; Bertha R. Puffer, 412 Middlesex street, all day; Helen E. Hickey, 253 Third street, afternoon; Patrick J. Reynolds, 139 Chapel street, supervisor; Lawrence company playground, Lewis J. Fish, 954 Moody street, supervisor; Regina R. Frappier, 28 Hampshire street, supervisor; Gladys L. Melton, 1653 Middlesex street, afternoon; Textile company, Clarence A. Cunningham, 17 Hoyt avenue, afternoon.

CHURCH AT HAMPTON

FINE CATHOLIC EDIFICE TO BE ERECTED—EXCAVATION HAS BEEN STARTED

Excavation for the new Catholic church at Hampton beach has been started and it is expected that it will be ready for occupancy by July 1.

The church will be located on Highland Crest park, the land being donated by W. J. Bigley of Somerville. The church will have a frontage of 46 feet and a depth of 95 feet. It will be of frame construction and will cost about \$15,000. The seating capacity will be about 800.

TREATY WITH ITALY

WASHINGTON, May 6.—Secretary Bryan and Marquis Cusani Confalonieri, Italian ambassador, yesterday signed a treaty providing that any question between the United States and Italy which cannot be settled by diplomacy shall be submitted for investigation to an international commission of five members.

The period of investigation is fixed at one year, although it may be shortened. The treaty follows in a general way the terms of a similar peace treaty negotiated by Secretary Bryan with The Netherlands. It is the 15th of the new Bryan peace treaties.

C. M. A. C. MEETING

A largely attended meeting of the C. M. A. C. was held last night in the association quarters in Pawtucket street with President Isidore Trudel in the chair. Considerable business was transacted and the committee in charge of the arrangements for the banquet which will be held on May 17 in connection with the observance of the silver jubilee of the organization, reported that all the details for the affair had been looked after and that the outlook for a flattering success was very bright.

Twelve new members were initiated and Capt. Tancred L. Blanchette of the Blue Bowling team, which won the C. M. A. C. Bowling league trophy, presented the said trophy to the association and the gift was accepted by President Trudel. It was announced that Thursday evening a last meeting of the committee of 40 in charge of the banquet will be held and all members are requested to be present.

RIVER FISHWAYS

Lowell Fish and Game Association Will Order Them Restored

At a meeting of the Lowell Fish and Game association held at the association's headquarters in Odd Fellows building, Middlesex street, last night, President Lucius A. Derby, Treasurer Simon B. Harris and Secretary William P. Alcorn were appointed a committee of three to wait on the state fish and game commissioners for the purpose of demanding that the fishways at Lowell and Lawrence be reconstructed and that the mouths of the canals be screened, as provided by law.

Congressman John Jacob Rogers, on motion of Willis S. Holt, was elected an honorary member of the association. The congressman was also accorded a hearty vote of thanks for his splendid work in securing 2,500,000 white perch for local ponds and lakes. Mr. Holt had charge of the perch and he submitted his report to the association last night. The story of how the fish were distributed has already appeared in The Sun.

The association went on record as endorsing the \$100,000 appropriation for the enforcement of the Weeks-McLean migratory law and the proposed treaty for the protection of birds that migrate between the United States and Canada. According to the proposed treaty spring shooting would be eliminated, thus completing the protection of migratory birds from the place that they breed to their winter quarters.

In thanking the members for the honor conferred upon him by his election as treasurer, Simon B. Harris stated that he had been assured by the "Birders' National bank" that a check for 50 per cent of the association's funds would be received in a short time.

It was voted to apply to the state commissioners for application blanks for the regulation of more fish to be planted for next year.

FOR INSTRUCTION CAMPS

WAR DEPARTMENT WILL CARRY OUT PLANS, DESPITE MEXICAN SITUATION

WASHINGTON, May 6.—There will be no suspension or abandonment of the elaborate plans of the war department for holding the students military instruction camps this summer because of the Mexican crisis. In fact, the Mexican trouble has served to emphasize the necessity for such preparation of the youth of the country, in the opinion of the general staff.

Many letters are being received from heads of educational institutions and from individual students, asking for information as to the department's plans for the summer.

Answers are being returned that the four camps for student instruction will be held at Asheville, N. C., at Burlington, Vt., and Ludington, Mich. July 8 to August 7 inclusive, and at Monterey, Cal., from June 25 to July 21.

DEFENDS PARCEL POST

WASHINGTON, May 6.—Postmaster General Burleson defended the parcel post system yesterday in an open letter, characterizing it as an accelerator of trade between cities and farms, and declaring its rates were based on operating costs in "both the profitable territory, which is defined by the extent of the systems of private express companies, and the unprofitable territory, into which the private express companies never go."

SPOKE ON BOEVEAL

Dr. Smith Says It Is Impossible to Tell If and That It Is Not Injurious Although Condemned

BOSTON, May 6.—It is absolutely impossible to determine when veal is below a certain age, according to Dr. T. B. Smith, who lectured on animal diseases at the Harvard Medical school yesterday afternoon.

Dr. Smith declared that bob veal is not injurious, but that its sale is forbidden, and the entire matter should be taken up in the legislature.

The speaker also stated that meat from the systems of private express companies is not harmful to the public health, despite the fact that it is condemned in Massachusetts.

IT'S A GRAVE MISTAKE

to accept wines or alcoholic mixtures as Spring medicine; their false stimulation is followed by greater depression.

Get the pure, non-alcoholic Scott's Emulsion, prescribed in medical practice for forty years—but avoid substitutes.

Have You Cleaned Up?

This is the National week. Below is a partial list of what we can offer for your assistance in cleaning up all times.

WASHING POWDER
SCRUB BRUSHES
DUSTLESS SWEEPING COMPOUND
FEATHER DUSTERS
GARBAGE CANS
ASH CANS
DENATURED ALCOHOL
LAWN MOWERS
SICKLES
FLY SCREENS
RAKES
HEDGE TRIMMERS
TREE PRUNERS
SPADES

HAND SOAP
PAINT BRUSHES
MOPS
WHISK BROOMS
MOP WRINGERS
GARDEN HOSE
GASOLINE
GRASS SHEARS
LAWN SEED
CARPET SWEEPERS
WHEEL BARROWS
TREE SPRAYERS
HOES
AXES AND HATCHETS

PAINTS, OILS and VARNISHES for INSIDE and OUTSIDE uses

FREE AUTO DELIVERY

Adams Hardware

& PAINT CO.

400-414 MIDDLESEX ST.

BUMPED THE BUMPERS WOULD BREAK LEASES

BAGGAGE CAR COLLIDED AT SOUTH STATION CAUSING CONSIDERABLE EXCITEMENT

BOSTON, May 6.—A bumper at the end of track 5 in the South station was knocked from its anchorage just after 6 o'clock last night, when a string of cars making up for the 6.20 p. m. run to Worcester, came into the station at too fast a clip and crashed into it.

A baggage car at the end of the train smashed against the bumper with a crash that caused considerable excitement among passengers awaiting trains near the track.

The baggage car bowled over the bumper, broke off two stout rails supporting it and ran to within a few feet of the fence separating the tracks from the rest of the station.

When the car stopped it was perched upon the top of the smashed bumper.

The Boston & Albany wrecker was called and hauled the car away about 8 o'clock.

CONSPIRACY CHARGED

SENATOR LA FOLLETTE PROMISES TO SHOW CONSPIRACY IN FREIGHT RATE CASES

WASHINGTON, May 6.—Senator La Follette told the senate yesterday that he would lay before it "an organized conspiracy to control, to compel and to intimidate the interstate commerce commission" in increased freight rate cases that have been pending for several months.

In urging the passage of his bill to make it unlawful for any person to attempt to influence the commission in reaching any decision, Senator La Follette declared that the proposed 5 per cent increase, as asked by the railroads, would "lay on the consumers of this country an aggregate of \$100,000,000."

WRECK CASE TO JURY

NEW HAVEN, May 6.—Arguments in the trial of August B. Miller, charged with manslaughter as the result of the disastrous wreck on the New York, New Haven & Hartford railroad at North Haven last September, were completed in the superior court late yesterday. The case will go to the jury tomorrow morning.

Miller was engineer of the White Mountain express which ploughed through the standing Bar Harbor express, exacting a toll of 21 lives. Corner six found Miller partly criminally responsible for the wreck. The trial has been in progress here two weeks.

BOSTON APARTMENT HOUSE RESIDENTS FEAR REPETITION OF MELVIN HOTEL FIRE

BOSTON, May 6.—Many Brighton people who live in apartments similar to those located in the Melvin apartment house, which was burned recently, are living in constant dread that a similar fire will break out in their homes and are trying to find a way to break the leases which they have taken on their apartments, according to Mayor Curley.

The mayor stated that yesterday he received visits from a number of residents of the Aberdeen section of Brighton who asked him if it is not possible for the city authorities to condemn the apartments in which they live so that they can escape the leases which they have taken.

These people told the mayor that the Melvin apartment house fire has shown them that they might be burned to death as the result of a similar fire almost any night. The owners of these buildings, they say, are taking steps to equip the buildings with fire escapes and the tenants want to move. They cannot do this, however, they declare, on account of their leases.

A SURE WAY TO END DANDRUFF

Stop Falling Hair and Itching Scalp—At Once

There is one sure way that has never failed to remove dandruff at once, and that is to dissolve it, then you destroy it entirely. To do this, just get about four ounces of plain, common liquid arvon, from any drug store (this is all you will need), apply it at night when retiring; use enough to moisten the scalp and rub it in gently with the finger tips.

By morning, must if not all, of your dandruff will be gone, and three or four more applications will completely dissolve and entirely destroy every single sign and trace of it, no matter how much dandruff you may have.

Of the scalp will stop instantly and your hair will be fluffy, lustrous, glossy, silky and soft, and look and feel a hundred times better.

If you value your hair, you should get rid of dandruff at once, for nothing destroys the hair so quickly. It not only starves the hair and makes it fall out, but it makes it stringy, straggly, dull, dry, brittle and lifeless, and everybody notices it.

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BUY
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YOUR COAL
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The Price Will Probably Advance
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July 1st
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HORNE COAL CO.
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The Sale You Have Been Waiting For

IS NOW UNDER WAY. WITH THE SUMMER GARMENTS COMING IN CARLOADS WE MUST MAKE ROOM. ALL CLOTH GARMENTS BEING PUSHED AT HEAVY REDUCTIONS

Suit Prices \$10, \$13.75 and \$18.75 \$30.00 and \$35.00 Suits in lot

Coat Prices \$8, \$10 and \$13.75 You Will Marvel at the Fine Coats

BLACK MOIRE, SERGE, POPLIN, LYMANVILLE, EPONGE. A GREAT CHANCE. DON'T MISS IT.

See the Summer Dresses See the Graduation Dresses
See the Linen Dresses See the New Wash Dresses
GARMENTS FOR EVERY OCCASION

WAISTS—25 Dozen Waists

\$1.25 to \$1.69, at... 95c
\$3.00 Waists... \$1.95
\$5.00 Waists... \$2.95

While the sale lasts we give you waists at cost.

Are small prices for the beautiful qualities and styles

COSTUMES AND DRESSES

We are making quick work of our Costumies \$9.75 and \$12.75

New York Cloak and Suit Co.

CHERRY & WEBB

12-18 JOHN STREET

FOULARD SILK DRESSES

75 Dresses in two lots, \$5.98 and \$6.75
\$10 and \$12.50 values,
No charge for alteration on this lot of dresses.

BALMACAANS AT \$5.00

\$6.00, \$8.00 and \$12.50 Coats, all wool mixtures, exact copies of the foreign goods.

SKIRTS SKIRTS

This is a big skirt season. Special values at... \$2.98, \$3.98, \$5
Reductions \$1.00 to \$2.50 on each skirt.

MESSALINE PETTICOATS

\$3.00 Values... \$1.85

THE LOWELL SUN

JOHN H. HARRINGTON, Proprietor

SUN BUILDING, MERRIMACK SQUARE, LOWELL, MASS.

Member of the Associated Press

THREE DOLLARS PER YEAR. TWENTY-FIVE CENTS PER MONTH

THE SUN AND ITS MISSION

After being domiciled in its new building for over a year, The Sun today with pardonable pride greets its many thousands of readers in a special edition, not only marking another epoch in The Sun's career but dealing with the growth of Lowell and her institutions, her many advantages as a place in which to live and do business, the present condition of her great and diversified industries and her bright outlook for continuous growth, industrial peace, happiness and prosperity.

The work of replacing the old brick building by a ten story steel structure, combining all the latest and best features of architectural progress was imperative, and now that the task has been completed and that the building like The Sun itself has already attained success, we are prepared to give our patrons assurance of a better paper than ever before so that the general public may share in the advantages of our splendid building and excellent mechanical equipment.

No line of business has made such rapid strides within the past twenty years as has the newspaper business. The marvel of news, intelligence and research crowded into the columns of a one cent newspaper like The Sun is far beyond what the greatest journalist of the past dreamed of as possible. The ideals of the past have been more than realized in the ideals of the present may be realized in the future. As for The Sun, however far it may fall short of the ideal, it is now better equipped than ever to turn out a first class newspaper, to meet new conditions and to give more efficient service as the people's paper.

On an occasion of this kind we may be excused if we indulge in a little reminiscence. From the upper stories of his new building, the proprietor of The Sun, can look up Market street to the house in which as a boy he ran a small printing press after his daily toil in a local mill. From the same eminence he can point out the very window in the third story of an old mill in the Middlesex yard, at which he worked for a weekly pittance much less than paid to boys nowadays and at an age that would contravene the child labor laws of the present day.

In the same view he can scan the successive locations of The Sun plant, first where the paper saw the light on Shattuck street, then Prescott street and finally in Merrimack square, the site of the present Sun building, recognized as the business centre of Lowell, from which car lines radiate in all directions and from which traffic sets through the busy thoroughfare up and down the Merrimack valley, east and west, northerly to New Hampshire and southerly to Boston.

The People's Paper

From this building as a centre, The Sun sends its three daily editions to every nook and corner of Lowell and far beyond, conveying not only all the local news of the day but telegraph despatches giving an account of all the more important happenings of the civilized world up to the time of going to press. The struggles by which this prominence was attained are told on another page of this edition and will not be recited here; but a glance at the picture of the primitive printing press on page 11 of the second section and then at that of the lightning Hoe sextuple press on pages six and seven of the same section, will show the extent of the progress made. The former represents what might be termed the initial impulse of The Sun while the latter, a veritable epic in steel, and the climax of human ingenuity, gives some idea of The Sun's present status and its achievement as a newspaper. The capacity of this great press may be judged from the fact that this edition of forty-eight pages in four sections is printed at a single revolution and turned out at amazing speed, folded, counted and ready for delivery.

Not in a spirit of boasting over difficulties overcome are these facts recalled, but to show that from small beginnings, relying upon his own efforts the poor boy in this country can attain success if he has a firm purpose to realize a high ideal and if he follows it persistently with courage, industry and perseverance. We mention this also to show that the proprietor of The Sun having had to work in a factory in his early years, knows the hardships of the toilers and has always been in sympathy with all honest and legitimate efforts to aid them in securing their just demands, mindful, at the same time, that industries properly conducted are entitled to a fair degree of prosperity; and hence the community of interest that should exist between employer and employed, and upon the proper regard for which the highest prosperity of every people, every industry and every city must ultimately depend.

Uniform advocacy of this principle combined with a firm stand for the rights and interests of the people at all times, has made The Sun the people's paper and to the people therefore—both readers and advertisers—the publisher is grateful for the magnificent success that has made The Sun Lowell's greatest newspaper.

Democratic in Politics

In politics The Sun supports the democratic party in state and nation believing that it stands for popular rights and interests to a greater extent than does any other. Should the democratic party at any time betray the people, The Sun would no longer support it, believing that when political parties change their principles patriots may have to change their parties. But at the present time there is not the slightest indication that the democratic party will ever betray the people. Its record of legislative reforms under President Wilson commands the admiration of all parties. The new tariff law has broken down the high protection wall that sheltered the trusts while the currency measure has overthrown or will soon overthrow the power of the money kings of Wall street, the speculating sharks who manipulated the money of the country for their own advantage, manufactured panics at will and thus without government interference inflicted untold loss upon the people of the nation. The Wall street magnates can do that no longer, thanks to the democratic party in the fulfillment of its platform pledges.

The democratic party now in control of the government can also be relied upon to defend the honor of the flag and the dignity of the United States whenever either is assailed at home or abroad.

In municipal affairs The Sun has always stood for the best interests of the city and its people, for clean government, the impartial enforcement of the law, the choice of reputable officials who possess the qualities of honesty and ability, two prime essentials in any public servant entrusted with the direction of the city's business and the expenditure of the people's money.

True, it is, that occasionally the people have disregarded The Sun's advice as to men or measures but as a rule they have found that The Sun was right and that on all occasions it has been on the side of the people and true to their interests. When demagogues who cannot secure the support of the press set out to fool the people, they often assail the

newspapers and where voters follow the advice of such men in preference to that of a paper like The Sun which cannot afford to mislead the public, they make a very serious mistake, a fact which they usually discover when too late.

The Sun is opposed to the liquor business and hence for many years it has refused to accept liquor advertising of any kind, thus turning away a considerable amount of money lest we should be responsible for directing anybody to patronize the saloon. We cannot see any consistency in deploring the evils associated with the liquor business in one column while exploiting the business in another. Yet strange to say in this policy we stand almost alone among the daily papers of New England.

Stands for Progress

In local affairs The Sun always stands for progress that will benefit the whole city, not a short sighted or penurious policy, nor one of extravagance that without good cause will run up the tax rate to a figure that acts as a danger signal to new industries seeking a location here.

As a medium of publicity, the dissemination of news, the formation and expression of public opinion, The Sun has become an institution closely connected with the welfare of our city. Naturally some people do not realize the power for good which such a newspaper exerts in a city like Lowell.

In no city in which there has been an honest and fearless newspaper like The Sun have the officials been found to engage in wholesale corruption. If perchance any official ventures to prostitute his office to private gain, he is quickly exposed and either convicted in court or driven into obscurity. The exposures of graft in many of the great cities of the country have been due in a great measure to the vigilance of the press. Nor is this to be wondered at when we consider what the freedom of the press in the broadest sense actually means. It was Richard Brinsley Sheridan who said:

"Give me but the liberty of the press and I will give to the minister a venal house of peers; I will give him a corrupt and servile house of commons; I will give him the full sway of the patronage of offices; I will give him the whole post of ministerial influence; I will give him all the power that place can confer upon him to purchase submission and overawe resistance—and yet armed with the liberty of the press, I will go forth to meet him undaunted; I will attack the mighty fabric he has reared with that mighty engine; I will shake down from its height corruption and bury it amidst the ruins of the abuses it was meant to shelter."

In view of the value of such an agency when applied in the interests of the people, the recent tendency to restrict the freedom of the press in the proper exercise of its legitimate functions is not in the interest of morality, civic probity or public progress.

Lowell's Path to Prosperity

One of the chief functions of The Sun is to point the path to civic progress so that our city may keep abreast of the times in all necessary public improvements in order that the people at large may derive the greatest possible returns from the money expended by the city government.

Our city is a large corporation, and any mismanagement or lack of foresight in the direction of its affairs must needs have serious results. Systematic work is necessary, and hence the origin of planning boards which simply undertake to do what newspapers like The Sun have been doing in an unofficial way for years. But city planning is of little use unless there is some practical body to put the plans into execution.

The project of making the Merrimack river navigable from Lowell to the sea, which The Sun has agitated for many years, now bids fair to be realized, thanks to the active work of the Lowell Board of Trade and other similar bodies. This would give our local industries cheap freightage to the seaboard, one great advantage needed to place Lowell on an equal footing with water-front cities like Fall River and New Bedford, and make her future prosperity secure.

In order to afford room for the easy expansion of our present industries and the location of new, we should gradually annex parts of Dracut, North Chelmsford and Billerica.

Among the educational improvements urgently needed is an extension of the system of industrial education so that a greater number of grammar school graduates can avail of its advantages. This will require the early construction of a large building for this purpose. In addition to this we should have a new high school for girls so that their special needs may be duly provided for and the dense crowding of the present high school thus relieved.

The Textile school, although reputed to be the best in the world, has been of comparatively little use to the local mills in the matter of giving them more skilled help, and hence not only the mills but other industries also look with favor upon the system of industrial education, confident that it will assist the operatives, train young men in other trades and thus eventually give us a greater diversity of industries.

If Lowell is to sustain her reputation as the "city of opportunity," she must ever be alert to her opportunities for advancement so as to maintain her supremacy as a great industrial centre; she must have a clean record, a progressive government, thriving industries with a well paid, happy and contented people. That she will continue to grow and prosper without spot or blemish on her glorious escutcheon, that all the races that form her cosmopolitan population will commingle in peace and harmony, all working loyally for the public good and for the highest destiny of our beloved city, is the earnest wish and hope of The Lowell Sun and the chief aim for which it will ever strive.

THE PARK DEPARTMENT

Personally the members of our park department are estimable men, sincere in purpose, apparently, and anxious to promote the public welfare by every means in their power. It is all the more to be regretted, therefore, that for some time past their meetings have degenerated into petty squabbles in which individuals were most insistent on a due recognition of their dignity and personal importance, and most neglectful of decorum. While other cities are developing park systems, or opening summer playgrounds or attending to other desirable activities, our park department weighs the good or the bad points of the department horse with the gravity of members of the supreme bench or exchanges salutes of caustic wit until the sparks begin to fly. All of this makes interesting and amusing reading for the man around the corner, but it does not benefit the parks of Lowell and it certainly does not tend to raise the dignity of the department in the estimation of the public. If it continues it can only lead to total disreputation for no executive body of small membership can remain long in existence and render good service unless its members are united for a definite purpose. It is to be feared that at present one or two of the members go to the meetings intending to look for trouble—and he who looks for trouble always finds it.

The basic ailment of the department may be due to the fact that in the regime of Simon pure economy which is upon us there is not money enough even to let the green grass grow all around, not to mention municipal band stands and all the fine improvements that were a dream of other days. Now we cannot have trees, or flowers, or a park auto, or summer playgrounds, or anything but economy. Then by all means let the members of the department conform themselves to the extremely narrow requirements and let us have economy—and peace.

CROSSING THE TRACKS

Undoubtedly there are people in all parts of the city who read a few days ago of the narrow escape from death of the young man who was struck by an engine while crossing the tracks on the Red bridge, off Broadway, and who have since done

likewise going or coming from work or taking a short cut from one part of the city to the other. The young man in question will be crippled for life as scores of local young men have been crippled and this will go on until the railroad officials and the police department get together in some enforcement of the trespass law which will save Lowell people from their own carelessness.

It is not strange that in this city an occasional young man should be crippled or killed outright while crossing the tracks, but it is very strange that many more do not come to grief in the same manner, because there are certain sections—at the curve north of the depot for instance—where hundreds use the railroad tracks when going and coming from work and at the noon hour. Any one who has had occasion to be near the northern depot at these times has seen many narrow escapes when the employees of a nearby mill run out of the way of approaching trains, and the thought must have come to the observer that the railroad officials in this city are far too tolerant. In other cities of the commonwealth strenuous campaigns against such trespass have been waged successfully, and it is high time that in this city track walking be restricted to the employees of the railroad and to others who may be authorized to do so. All others should be immediately prosecuted for their own protection and in the interests of public safety.

MEDIATION—OF WHAT?

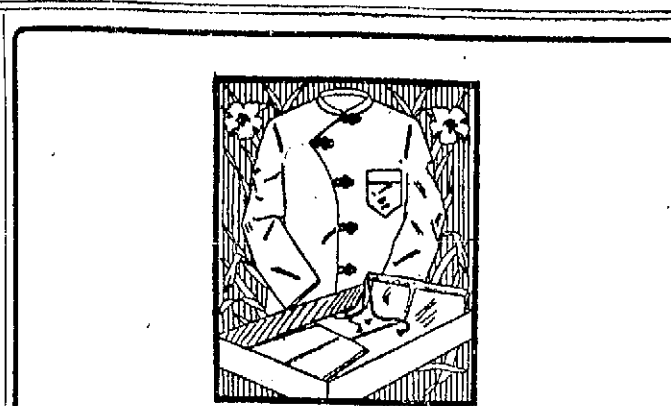
The refusal of Carranza to be represented in the mediation plan which is to iron out the difficulties between this country and Huerta of Mexico—or to attempt it—raises the pertinent question: What shall be treated of in the conference of which so much is expected? Carranza declares that the Tampico incident is the only controversial point at issue, but the government of this country and the representatives of the three Latin American republics had hoped that the federal-rebel difficulty would also be left to the international board. If the rebels finally refuse to submit their grievances to the board of mediation, one cannot hope for very much, for a settlement of the Tampico incident would still leave a great many scores unsettled. The firing of a salute to the American flag or the refusal of Huerta to fire such a salute, seems a slight matter as compared with the long war with its thousand injustices and atrocities. One thing, however, is certain. Though this country desires peace rather than war, the troops at Vera Cruz will remain until there is some constructive policy that will give the beautiful but sadly misgoverned southern republic a chance to breathe again. The best thing that could happen is the resignation of Huerta and though this is more or less confidently predicted, that surprising individual has the knack of doing the unexpected. What he will do in the present instance no one but Huerta knows surely.

SEEING THE LIGHT

So long as we have public business and private business and so long as each is distinct, legislators will walk on very dangerous ground in making laws that permit the state to interfere with the business of its private citizens. Such laws have been made and will be made again, to the advantage of industry, the state and the public in general, but other laws have been made, even recently, the desirability of which is not yet too apparent. For a while it seemed that all legislation was aimed at the amelioration of working and living conditions, and no matter how meritorious the object of such laws or intended laws may be, there is a point beyond which legislators may not go without more than undoing the work already accomplished. That Massachusetts was dangerously near such a point was demonstrated forcibly recently in the protest that arose on all sides from manufacturers and employers of labor who found themselves unable to keep up with the demands of modern legislation. Those who protested did not so much ask immunity from laws or the assurance that new laws would not be passed, but they asked that the legislature pause long enough to give industry an opportunity to live up to new requirements before piling on more burdens of a like nature.

There are at present many indications that the present labor laws will not be tampered with at this session of the legislature and that no new laws of a sweeping nature will be considered. It seems that the governor has wisely seen the danger of imposing burdens on Massachusetts industries that might drive them into less exacting states and has impressed his views on the leaders in the house and senate. At any rate when a bill came up recently to provide for an eight hour day or 48 hour week for women and minors in mercantile and manufacturing establishments, it was rejected in the house by a decisive vote. Even though the bill was introduced at the request of the state branch of the American Federation of Labor, its supporters were not able to even secure a roll-call. This legislative opposition to what would have been considered a "popular" measure a few years ago does not prove that the bill was undesirable as much as it proves its untimeliness.

Unfortunately the well-meaning



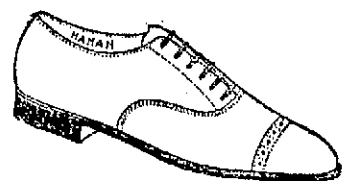
A Sale of Men's Fine Pajamas \$1.35

Regular prices \$2.00 and \$2.50

The handsomest lot of pajamas we have ever displayed. This is the cleaning up of our manufacturers' spring lots, sold to us at a great concession in price—The materials, dainty soisettes and mercerized fabrics in white, cream, pearl gray, heliotrope and blue, beautifully finished with white silk frogs and large pearl buttons. The workmanship the very best.

A Few Dozens of Men's Cotton Night Shirts 69c

All from lots that sold for \$1.00. Cut 52 inches in length, of full, generous width, capitally finished with double felled flat seams. A real bargain.



New Low Shoes, Made On the Straight English Lasts \$3 to \$6

The most notable style of the present season—Here are shoes that combine style with comfort. All leathers are represented, gun metal, vici kid, patent colt, mahogany and tan Russia—in cord, lace and button—No shape in shoes introduced in late years has had such immediate success as this English last—Made by our special manufacturers and by Hanan for prices ranging from\$3.00 to \$6.00

An Important Sale of Men's \$3.50, \$4 and \$4.50 Shoes for \$2.85

These are all from our regular stock and include all small lots of high and low shoes, button and lace—Young men's smart shapes and men's conservative lasts are included and about all leathers are represented—gun metal, patent colt and Russia tan leather. All today for one price\$2.85

Putnam & Son Co.

166 CENTRAL STREET.

sweeping labor laws do not look to the cause of prosperity as much as they look to the side of the worker or they would see that the competition of other states is a vital consideration in all such matters. It would not be a very difficult matter to legislate all prosperity out of the business of Massachusetts or any other state, and enforced idleness would be a poor substitute to the worker for the humanitarian law which frequently the worker desires least of all. Unthinking political and I. W. W. agitators strive to stir up the feeling that the man who toils and the man for whom he toils are inimical in purpose, but we will not have the most desirable labor laws or the best labor conditions until it is generally recognized that prosperity cannot last without a mutual consideration of the respective rights of each class.

The best policy for the legislature to pursue—and there is every reason to hope that this policy is about to be pursued—is contained in a recent declaration of the governor on this subject. "We must now," he said, "strive to make the existing laws solve the labor and industrial problems rather than try to pass further legislation restricting industry. I personally believe that the industries of the commonwealth should not be tampered with again by the legislature for some time to come, and I am confident that the legislature will take the same view of the situation."

The authorities of Quincy have adjudged mentally deficient a firebug of that city who set seven fires last December with a loss of about \$20,000. Makes quite a difference whether a fellow sneak into a tenement basement with some kerosene and matches or burn Rome and watch the conflagration from a balcony—playing on a lyre the while. But then the average American regards Nero as a "nut" at that.

The declaration of one of the Massachusetts senators that he voted for the bill favoring a change in the Boston charter because "he had been told that certain bills in which he was particularly interested would be defeated unless he voted in favor of substitution," does not call attention to the best in legislative methods.

From the wreck of the great Titanic to the burning steamer sighted 300 miles south of Cape Race last Monday the past few years have seen many stories of the deep more thrilling than Hugo's "Tollers of the Sea."

A man jumped into Niagara a few days ago with suicidal intent and escaped. He could not have heard of the Concord river.

April showers bring bright May flowers; May showers bring groans and growls.

Where's that paint brush?

A QUARTER CENTURY AGO

I see by the reports from city hall that Capt. Lyman Prouty, once the admiral of the Merrimack river navy but more recently commodore of the city's steam-roller squadron, after being refused a pension, has decided to stilet to the ship, or, more correctly, the steam-roller, and will merrily roll along over the rough-shod streets for another summer.

Twenty-five years ago, Capt. Prouty came very close to having the unique experience of being "dammed," and going to heaven at the same time. In fact, he came so close to it that a horror-stricken crowd of witnesses thought it was all off with the doughy captain.

The thrilling event is described in the old Sun as follows:

"On Edge of the Dam"
Sunday morning, Captain Prouty of the steamboat "City of Nashua" was cruising on the Merrimack above the Pawtucket dam, waiting for a load of passengers. Skipper Batchelder of the steamboat "Daniel Gage" had been at work with a gang of men launching his boat which was stored on land near the falling mill. When the boat was launched at 11:30 he called the "City of Nashua" to give him a tow to the anchorage in the rear of the low houses. A line was thrown from the stern of Captain Prouty's boat to the bow of the Batchelder craft, the engine started, the screw propeller revolved, and they were off into the stream. A heavy current was running and three feet of water flowed over the flashboards of the dam, 150 yards away. Below the dam the ragged edges of black, forbidding rocks poked their heads above an angry rush of foaming water that swirled and hissed under the Pawtucket bridge to the lower river.

The "Nashua" pulled the "Gage" into the stream. When a short distance out, there was an insignificant collision between the boats and a stoppage to arrange matters. The delay did great harm for when the engine of Prouty's boat started up again it was found that both boats had dropped down stream just far enough to get into the water that was turning the "Nashua" down stream. The "Gage" was put to its greatest exertions but the two steamers continued to drop down stream. As a last resort the hawser connecting the boats was cut and the "Gage" left to its fate. Relieved of the "Nashua" the "Gage" got out of it but continued to follow in the wake of the "Gage." Prouty hurled his anchor overboard. It caught on the bottom, held for a minute, then snapped, and the last chance was gone. While this was going on the "Gage" crashed itself against the submerged iron rods of the flashboards on the very brink of the dam.

Like the pilot of the Prairie Belle, Captain Prouty saw his duty as a dead sure thing and pointed her nose for the shore. In less than ten minutes to write it Prouty's boat was on the edge of the dam beside Batchelder's boat.

Both boats lay broadside to the current about 15 yards from the Pawtucketville shore. When the "Gage" struck, a small boy who was on the upper deck narrowly escaped being hurled onto the foam-lashed rocks 50 feet below. There were about 15 persons on both boats and they called loudly for help, fearing that the ribs of the boats would be crushed in by the force of the current or that the steamboats would be lifted over the protecting iron braces. To go over the dam meant certain death for every person.

John Green a Hero
"Junior John Green of the Yeager club took in the situation. He jumped into a dory and struck out for the helpless people on the helpless steamboats. Both boats careened over to an angle of about 45 degrees and from the Pawtucketville side their situation seemed precarious. John Green took one load in

his dory and then had a narrow escape from going over the dam. One of the ear-loops of his boat got out of working order and his cool head helped him out of his difficulty. He repaired his boat and then took off all but two men on the "Nashua" who remained from choice.

A great crowd collected on the Pawtucketville shore and on the bridge and through the city flew a rumor that two steamboats loaded to the gunwales with passengers had gone over the dam and that dozens of passengers were drowned or crushed to death.

George L. Fowler, the building-mover and a gang of men, were called in to move the buildings was applied down in Varnum avenue and a strong rope floated down to the "Nashua." When an attempt was made to pull the "Nashua," the rope snapped. Other ropes were floated down to the boats and they were made fast to the shore as a precaution should the water rise. Then the boats were left until Monday morning, the two men being taken off in a dory. The "City of Nashua" has been hauled from the Pawtucket dam by a number of men and preparations are under way for the launch of the "Daniel Gage." The small boat was not so badly crushed as was supposed.

Charlie Morse may tell blood-curdling stories about his experiences in the mines of the west but he has nothing on Capt. Prouty, whose "Jim Bludge" stunt was performed right at home so that we don't have to take his word for it. The Sun tells us about it and what The Sun says, as I have previously remarked, is gospel, by Heck!

John Hickson a Hero
Speaking of heroes and incidentally of pensions, if it wasn't for Officer John Hickson, there's a possibility that Chief Hoerner would not be drawing a pension today. In a supplementary story of the Carpet mill fire, the first of which appeared in my last article, the old Sun says:

"Saturday morning during the fire in the Carpet mill of the Lowell Manufacturing company, the passage-way known as Carpet Lane was crowded with people. A shout was heard and it was seen that Chief Hoerner's horse was rushing toward the packed crowd. The animal had snapped the bridle and was unmanageable. There was a great rush, the crowd being panic-stricken and there was more than an even chance that somebody would be trampled under the frightened horse. Officer Hickson jumped in front of the animal and grabbed him by the nose. A fierce struggle ensued; the heavy Hickson being pulled and dragged all over the passage-way; but he held on until help came and the horse was subdued. It was a brave act and Officer Hickson made himself a hero in the eyes of every person who saw the struggle."

And that was only child's play for John Hickson in his palmy days. Had "Quo Vadis" been on the stage in those days John would have been eligible to play the part of Jesus, for you will remember, "Jesus" by his tremendous strength twisted the neck of a mad bull and saved the heroine. John could have thrown the bull, in fact he can yet, but that's another matter. One Saturday night many years ago I accompanied Officer Hickson and several other officers into a house in William street where a small army of Poles were mixing it up at force of arms and contrary to the peace, etc. I say, I accompanied them, perhaps I did, but I took care to be the last man in. They were a bad bunch and John Hickson, the expert Hickson had their clubs drawn. Officer Hickson needed no club. Nature had endowed him with a right and left pile-driver that looked innocent enough when hanging loosely by his sides but which were death-dealing when in action. In a room just off the street were four or five Poles in the midst of a fine battle. One non-com-

battant was sitting beside a small stove from which a huge stove-pipe ran up and across to the chimney. Nearby was a table on which reposed an ominous-looking knife. As the officers entered, Hickson greeted them with: "What kind of a way is that for gentlemen to behave. Stop it now. We'll have no more of this."

Just then the Pole who was seated across and made a grab for the knife. "Put that down my bucko!" exclaimed John, and as he did, he swung one of his famous open-handers, a mere slap, as it were, not a punch. John's gigantic palm caught the Pole on the side of the face. Away went Mr. Pole through space until he collided with the stove. Down came the stove and its several yards of pipe, landing on his belligerent fellow-countrymen, dropping two of them to the floor, while the others simply dove through the door into another room.

The first man struck remained on the floor trying to dig the soot out of his eyes and to get the side of his face out from between his teeth. Peace reigned in William street for the remainder of the night and ever afterward while Hickson was on that beat if a Polish mischief-maker got her claws into the alley at night she had only to tell them that "the big Irish cop" would get them, and immediately they'd duck under the bedclothes and would be heard from no more. Officer Hickson always favored the "open-handers" in subduing refractory prisoners. He also had a regular punch with the fist closed, but he only used it to break down doors or stop runaway horses. It was too mighty a power to be used on anything as frail as a human body.

John F. Murphy "Canard"
Twenty-five years ago, the present postoffice building was under construction, the old postoffice being located where "Ditchell the Tailor" is at present doing business, in the Hildreth building, and a very comfortable job was that of superintendent of construction.

The old Sun says:
"John F. Murphy, ex-chairman of the democratic city committee who was appointed under the Cleveland administration, as superintendent of construction of the new building for Lowell, has been notified that his services have been dispensed with. The administration is a republican."

The late John F. Murphy was indeed, a democrat, one of the untried; and no democratic love feast or other kind was complete without him. When the free silver movement was launched in 1896, and Mr. Bryan first nominated for president, the democrats of Lowell, and New England generally, balked on the free plank in the democratic platform. The late John F. Murphy, being about the only democratic newspaper in New England to support the democratic platform in its entirety, while the "gold" democrats so-called were quite strong in this vicinity. Among the latter was John F. Murphy and at the fifth district congressional convention, I believe it was, held that year, he succeeded in ridiculing a proposed resolution endorsing the silver movement out of the convention. Somebody had introduced a resolution endorsing free silver and Mr. Murphy got the floor. He started to speak favorably on the resolution. He said that free silver everything to him, favorably, in fact everything that was free did, he said, and he felt like voting for it, but the resolution as it read at present was incomplete, and therefore he would ask the convention to accept a slight amendment to it.

"I would amend the resolution, Mr. Chairman," said Mr. Murphy, "by inserting after the words, 'free silver,' the words, 'and free chocolate.'"

"Also include free beer and hot sidewalk, squire," whispered Edward D. McVey, another golden democrat, who sat nearby.

The resolution was withdrawn.

Hopeful But Not Confident
In a recent article, I reprinted some hot-shot that the editor of the old Sun threw into the members of the democratic city committee after the election of Col. James H. Carmichael as chairman 25 years ago. A week later, I find him considerably calmed down and viewing the situation more hopefully but apparently with no great amount of confidence. Here's what he says: "Mr. Carmichael announces that he will accept the chairmanship of the democratic city committee. There is no good reason why the members of the committee should not work harmoniously under the direction of Mr. Carmichael. Next fall the democrats have several chances to do something. It remains to be seen whether they accept the chances or make costly errors."

That "it remains to be seen," is eloquently expressive of grave doubts.

The Training School
The Lowell Training school in which Lowell's teachers of the future received their finishing touches was in vogue 25 years ago and according to the old Sun, the republicans had no use for the institution, for read the following Sun editorial:

It is safe to say that if the new Training school building wasn't so far advanced, the Training school system would have died a sudden and violent death. Alderman Scribner removed his child from the institution, declining to allow Mrs. Dewey to try her hand on any child of his. The Training school is an elephant which the republicans would gladly kill off if they could stand up under the jeers of the whole city.

"Mrs. Dewey's notions," I assume, were the then comparatively new system of practice work for pupil-teachers. The Training school pupil taught school under the supervision of critic teachers of whom there were several. Alderman Scribner's child would have fared none the worse if he or she had been allowed to remain at the Training school. The reason, no doubt, for the objection of the republicans to the Training school was the fact that it established a sort of merit system relative to the qualifications of candidates for the positions as teachers. The republicans were in control locally in

those days and to the victors belonged the spoils even in the matter of school appointments. The Training school showed a strong tendency to put the spoils system out of vogue and hence the antipathy of the local G. O. P. The coming of the Normal school put the Training school out of commission. Mrs. Dewey was the first principal and she was succeeded by Miss Keyes, now Mrs. Stephen J. Johnson, wife of the well known physician. Miss Gertrude Edmund succeeded her and remained in office until about the time the school was abolished, her able assistant, Miss Helen Shan, now principal of the Colburn school, remaining in charge.

School Board Meeting
It seems natural to read the name of Andrew O. Swapp, in the report of a school board meeting, for even as far back as quarter of a century ago Mr. Swapp was in that branch of the government, serving continuously until a few years ago when he retired. It is evident that there was little love lost on the school board by the editor of the old Sun for he reports the meeting held 25 years ago as follows:

"At the regular meeting of the school board, Monday evening, Mr. Burnham was the only missing star. All the others shimmied over their rosewood desks. The meeting was short and sweet. The committee on high school recommended that the superintendent of schools have power to send back to the grammar school any particularly dull pupil on the recommendation of the principal of the high school. This passed. The matter of better school accommodations for ward 9 will be referred to the city council. Miss E. D. Bradley got a third class teacher's certificate. After a eulogy on the late Miss Beard, Mr. Swapp moved that a committee be appointed to draw up appropriate resolutions. Messrs. Swapp, Cummings and Gerry are the committee. A committee was appointed to confer with Librarian Burbank with a view to getting suitable reading matter into the hands of school children. Messrs. Brock, McVey and Coburn were appointed on the committee. Misses Colling and Harlow were granted leave of absence for the rest of the term. On motion of Mr. Woodies all

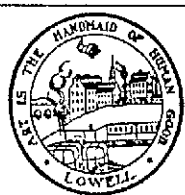
A TONIC FOR THE NERVES

Nervous people who have not yet developed a disease that can be recognized and treated by the medical profession have the greatest trouble in finding relief. Irritation, headache, sleeplessness, nervous dyspepsia, all these are the forerunners of a disease that is endured rather than run a doctor's bill without definite hope of recovery.

Every such sufferer should know the danger of such a condition of the nervous system. Nervous debility and even paralysis may easily result if the tone of the nerves is not restored.

The one big fact that brings hope and relief is that the nerves can be restored by building up the blood. It cannot be too often repeated that only through the blood can nourishment and medicine reach the nerves. Dr. Williams' Pink Pills make the blood rich and red and quickly restore vitality and energy to a weak nervous system. A nervous person who gives these pills a trial is almost certain to see good results and what is more, the benefit will be lasting because the trouble is attacked at its root. Thin blood makes weak nerves. Building up the blood restores the nerve force.

Get a box of Dr. Williams' Pink Pills today and write the Dr. Williams Medicine Co., Schenectady, N. Y., for a free copy of "Diseases of the Nervous System."



NOTICE TO ABUTTERS

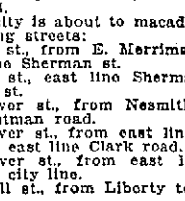
Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

The city is about to pave the following streets:

Gorham st., from Davis square to L. and A. R. crossing at Manchester st. and from Chelmsford to west side Loring st.

In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years, after said improvements are completed, except as otherwise provided in the city ordinances.

C. J. MORSE, Commissioner Streets and Highways.



NOTICE TO ABUTTERS

Office of Commissioner of Streets and Highways, Lowell, Mass., May 2, 1914.

The city is about to macadamize the following streets:

High st., from E. Merrimack st. to east line Sherman st.

High st., east line Sherman st. to Rogers st.

Andover st., from Nesmith to east line Butman road.

Andover st., from east line Butman road to east line Clark road.

Andover st., from east line Clark road to city line.

Powell st., from Liberty to Chelmsford st.

Varnum ave., from Mammoth road to east line of Brookside st.

Rogers st., from west line Perry st. to east line High st.

In consequence of which it is desirable that all persons who contemplate digging up the streets mentioned above, for the purposes of making sewer, gas or water connections, or for any other purpose whatsoever, do so at once, under the provision of the city ordinance, no permit will be given to any person to disturb the surface of said streets, for a period of five years, after said improvements are completed, except as otherwise provided in the city ordinances.

C. J. MORSE, Commissioner Streets and Highways.

RHEUMATISM

Acute, Chronic, Muscular, Arterial, Sciatic, Lumbago, Neuritis, Arthritis, Deformans, Gout can be CURED. Satisfaction guaranteed or money refunded.

DR. TEMPLE, 87 Central Street, Lowell, Mass. Wed. 2-4 and Sat. 10-12 A. M. Call, Write or Phone 972.

Safe and Sure Relief for Indigestion and Biliousness

is to be found in the World's Family Medicine—Beecham's Pills, which you ought to have on hand ready to use at the first sign of trouble. Indigestion makes you weaker than you ought to be; hinders your sleep; makes it difficult for you to work with any success; spoils the natural pleasures of life. The food you eat does not nourish you, and then serious sickness may follow. For over sixty years, Beecham's Pills have proved the best corrective for indigestion

and Biliousness

Thousands have found prompt relief from the suffering caused by indigestion or biliousness by using this famous and time-tested family remedy. Headaches, lassitude, bad dreams, restless nights, stomach pains, bad breath, low spirits are driven away by Beecham's Pills. When they have cleared the system and purified the blood, there is a renewed feeling of energy and vigor; work is easier, pleasure more assured. You, too, if you will try a few doses, will have a healthy body, an active brain, normal nerves and you will know by your own experience, that lasting benefit results from using

BEECHAM'S PILLS

"The Largest Sale of Any Medicine in the World"

Directions of Special Value to Women are with Every Box

At All Druggists, 10c., 25c.

substitutes from the Training school were granted \$45 per month after they have taught three months."

In those days there were no manual training or industrial schools in Lowell for the benefit of the backward or delinquent pupils.

The Washington Centenary

Twenty-five years ago, April 30, the 100th anniversary of the inauguration of George Washington, as president of the United States was patriotically observed with special services in all of the Catholic churches and in St. Anne's Episcopal church, at the latter place of worship, the late Dr. Chambers giving a patriotic address, while the chimes gave a program of patriotic airs during the morning. The crowning feature of the observance was a monster banquet held under the auspices of the Catholic union, at which every Catholic society in Lowell was represented by a delegation of members. The old Sun devotes nearly an entire page to its report of the banquet. The affair was held in old Huntington hall, which was elaborately decorated in honor of the occasion. The invited guests were: Postmaster Al. Haggerty and Deputy Collector John H. Harrington, representing the federal government, all of the Catholic clergy of the city, Mayor Palmer, the aldermen, councilmen and members of the school committee. At the platform table were Rev. William D. Joyce, O. M. I., the orator of the occasion; Rev. Father McKenna, spiritual director of the Catholic union; ex-Mayor Donovan, Philip J. Farley, president of the Catholic union, Henry J. O'Dowd, and Geo. M. Harrigan. A chorus of 200 voices under the direction of Paul P. Haggerty and assisted by O'Connell orchestra rendered patriotic airs and Henry T. Gilday was accompanist.

At the opening Fr. McKenna delivered prayer.

The post-prandial exercises were opened with the singing of "America" by the chorus. George M. Harrigan then introduced Philip J. Farley as toastmaster and the latter gave an eloquent address which was followed by the singing of "Columbia, Land of the Brave," by Daniel J. Donahue.

Rev. Fr. Joyce then delivered the oration. Very Rev. Fr. McGeehan had been selected as the orator, but he was called out of the city and Fr. Joyce made a worthy substitute. "The Star Spangled Banner" was then sung after which ex-Mayor Donovan spoke and the exercises concluded with the singing of Keller's "American Hymn."

The committee in charge of the banquet were: Philip J. Farley, George M. Harrigan, Thomas P. Sullivan, Miss Albertine T. Lane, Miss Margie F. Marren, Miss Louise M. Hickey and Dennis J. Devine. The list of delegates in attendance was as follows:

St. Peter's Temperance society: Jas. B. O'Connor, Peter Mulligan, Francis O'Neill, Michael McManamin.

Lowell Irish Benevolent society: John Doherty, John Dunn, Michael Corbett, James Howard.

Gratuitous Literary Institute: John McGlynn, Thomas H. Muldoon, Bartholomew Murray, Bernard O'Neill.

Association des Jeunes Gens: C. Constantineau, Samuel Marchand, Henri Daigle.

L'Union St. Joseph: J. B. Hurtubise, W. Calise, C. H. Belanger, Joseph H. Bergeron.

Holy Name society, St. Michael's church: Dennis O'Brien, Charles Calahan, John McCusker, James Calahan.

St. Patrick's Debating society: Daniel J. Manning, William H. Sheehan, John J. Corcoran, John T. Powers.

Christian Doctrine society, St. Patrick's: James P. Smith, James Harrigan, A. E. Barrett and Frank H. McCarthy.

Christian Doctrine society, Immaculate Conception: W. H. Ward, John Gagan, Frank Sheehan.

St. Jean Baptiste: G. D. Jacques, J. W. Paradis, Felix Vigeant, J. W. Alexander.

Temperance society, Immaculate Conception: John J. Coyne, James Reynolds, John Fenoy, James Highland.

Matthew Temperance Institute: Jas. J. Quinn, William E. Broderick, A. A. Conway, M. J. Lynch.

Phillips Literary society: J. F. Borden, William Hitts, Thomas Ryan, P. J. Lynch.

Burke Temperance Institute: James A. Sullivan, John Watson, Frank J. O'Hare, Edward Farrell.

Holy Name society, St. Patrick's: Michael McDermott, John Whitty, Michael Coughlin, Michael Moran.

Corporation St. Andre: Joseph S. Lapierre, L. P. Thurotte, Michael Hamel.

Catholic Temperance society: M. H. Gilroy, John J. Delaney, Martin J. John F. Roane.

Le Cercle Canadien: Charles Par-

thenals, Arthur Wilbrenner, Henry J. Lanthier, A. Gauthier.

J. M. C. L. A.: William H. Tweed, John Whalen, William H. Galvin, Geo. Green, W. Howard.

St. Patrick's Temperance society: James O'Sullivan, Thomas F. Garvey, John Ring, James Kelley.

Div. 23, A. O. H.: John Thompson, Daniel Powers, Maurice Fitzgerald, Robert Hatterley.

Lawrence Irish Benevolence: Edward Conway, John D. Murphy, Patrick Ford, William G. Kennedy.

Irish National league: Edward Gal-

agher, Daniel Shay, P. J. O'Brien, Thos. F. Roach.

THE OLD TIMER.

NURSE TELLS WHAT TO DO FOR SKIN SORENESS

Gertrude I. Rollings, trained nurse of Brockton, Mass., says: "In all my maternity cases I insist on having Comfort Powder. It is especially good for bed sores, eczema, chafing, scalding, rashes and, in fact, for all skin soreness."



YOUR SUNDAY ROAST

is best done on a

New Perfection

WICK BLUE FLAME

Oil Cook-stove

Its steady, even heat preserves the rich, natural flavor of the meat. You can get just the right heat always.

The New Perfection is ready to cook in a minute. No fires to kindle—no ashes, no soot.

Made in different sizes—Nos. 1, 2, 3, 4 and 5. No. 5 has the new fireless cooking oven. Ask to see it at all hardware and department stores.



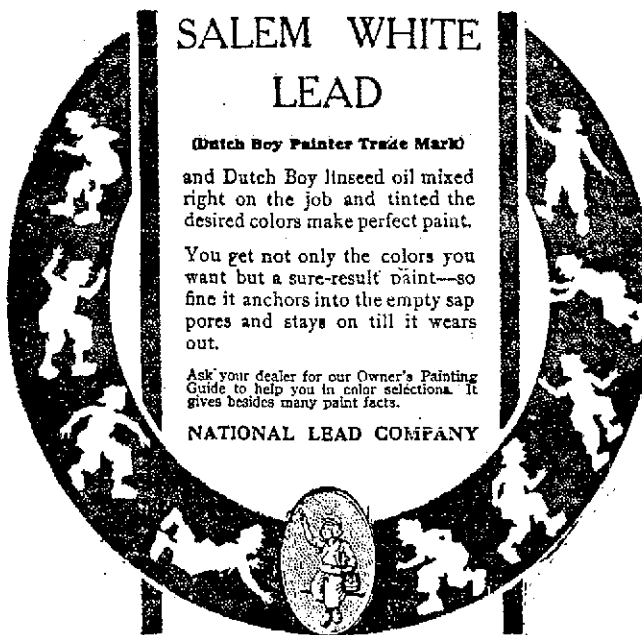
STANDARD OIL COMPANY

of New York

New York Albany Buffalo Boston

Why not Made-to-Your-Order Paint?

Mix your paint to suit surface and weather conditions and tint it so it blends well with the surroundings of your house.



SALEM WHITE LEAD

Watch Boy Painter Trade Mark

and Dutch Boy linseed oil mixed right on the job and tinted the desired colors make perfect paint.

You get not only the colors you want but a sure-result paint—so fine it anchors into the empty sap pores and stays on till it wears out.

Ask your dealer for our Owner's Painting Guide to help you in color selections. It gives besides many paint facts.

NATIONAL LEAD COMPANY

IT IS NOT WHAT YOU PAY BUT WHAT YOU GET FOR WHAT YOU PAY

Look for This



Trade Mark

WHEN BUYING TIRES AND TUBES

It Guarantees MILEAGE, MATERIAL, WORKMANSHIP and SATISFACTION. SPECIAL PRICES for This Season.

PATTERSON RUBBER CO.

MIDDLESEX STREET

LOWELL, MASS.

How to Get a Good Job of Painting or Interior Decorating

There is but one way to get the best job of painting or interior decorating, the best of stock and skilled workmen from the shop with a reputation for good work.

Dwyer & Co.

PAINTING CONTRACTORS

170-176 Appleton St.

STATE-WIDE REFERENDUM STABBED BY A WOMAN

RECOMMENDED TO SETTLE BOSTON & MAINE MIXUP BY PROGRESSIVE COMMITTEE

BOSTON, May 6.—That the people must be given the right to decide at the next state election what shall be done with the Boston & Maine stock now held by the Boston Holding company is the policy decided upon by the progressive committee of state legislators recently appointed to consider the matter.

The application of the state-wide referendum to the railroad problem is the suggestion that comes from the committee, the members of which are Senator Charles M. Cox and Representative Geo. P. Webster.

TO ENFORCE AUTO LAWS

SECRETARY OF STATE ALBERT T. PHILLIPS OF CONNECTICUT WARNS AUTOMOBILISTS

HARTFORD, Conn., May 6.—Strict enforcement of the automobile laws of the state and a liberal imposition of jail sentences by courts for violations, are urged by Secretary of State Albert T. Phillips, who in a statement calls attention today to the fact that there have been 14 deaths from automobile accidents in the state during the first four months of the year.

In particular, Secretary Phillips warns automobilists against the danger of passing standing trolley cars.

BOSTON STORE MANAGER INJURED IN BATTLE WITH AN ALLEGED SHOPLIFTER

BOSTON, May 6.—A desperate duel of the strongest sort was fought in the F. W. Woolworth company store at 1015 Washington street yesterday afternoon between "Scotch Gentle," a buxom blonde, armed with a huge breadknife, and R. B. Higgins, manager of the store, with only his bare hands as weapons.

The manager had sought to apprehend the woman, whose real name is Gertrude McPherson, but who is better known to the police by her nom de guerre, for shoplifting. In an instant she grabbed the knife from a counter and attacked him.

Saleswomen and customers shrieked, and some fainting as "Scotch Gentle" lunged viciously at the manager's throat and body, while he ducked and side-stepped in an effort to close with her and wrest the knife from her grasp.

Manager Higgins was finally victor in the novel fight, but not till his fair adversary had cut him twice, once in the right hand, and again in the left shoulder. With blood streaming from his wounds he had just pinned the infuriated woman's arms, when Sergeant William J. Irwin of the East Dedham street station came had been hastily summoned by frightened clerks, entered and arrested her.

GIRL PREVENTS FIRE

BOSTON, May 6.—Miss Teresa, Maguire of 25 Allston street, Charlestown, secretary to F. L. Roberts, a customs broker at 166 State street, discovered a fire in an unoccupied office in that building last night, and by promptly notifying the fire department prevented a serious fire.

MINOR PERMITS GRANTED

LICENSE COMMISSION TRANSACTED ONLY ROUTINE BUSINESS LAST NIGHT

The license commission met last evening and granted the following permits:

Permission to sell ice cream, confectionery and soda water on the Lord's day: May L. Caper, 73 Branch street; Loring R. Kew, 269 Branch street; Mary Sullivan, 149 Fayette street; John Mantas, 441 Market street; Ada Riley, 183 Klusman street; James Kelliss, 373 Market street; Catherine Charters, 734 Rogers street; Sophie Larock, 286 High street; L. M. Dwyon, 657 Broadway; Christos Zlogkos, 485 Market street; John V. Taffias, 330 Merrimack street; I. N. Frost, 536 Suffolk street; Mabel Abial, 113 Siden street; Helen Beatty, 177 Church street; Flora Cloutier, 708 Lakewood avenue; Sabina Latus, 81 Main street; Lydia Gauthier, 187 Perkins street; Mary Poudier, 200 Hall street; Elizabeth Donnelly, 7 Newhall street; Peter Andrew, 143 Lakeview avenue; Lucy Lanny, 219 Allen avenue; Mary L. Fields, 34 Hale street; Adela Turcotte, 315 West Sixth street; Annie E. Jendricks, 122 South street; Catherine Bailey, 495 Chelmsford street; Bridget Carolin, 191 Graham street; Edward Strauss, 614 Chelmsford street; Joseph A. Biron, 18 Aiken avenue; Mateus Somorowski, 24 Lakeview avenue; Annie Healey, 42 Coburn street; Eva Laplante, 212 Cumberland road.

Common victuallers: Philip McNeely, Stackpole and East Merrimack streets; Alexander Contogianis, 349 Middlesex street; Nellie A. Biron, 230 Bridge street.

Intelligence office: Sarah L. Anderson, 1018 Gosham street; John M. Handley, 121 Central street.

Second hand stores: Jacob Fox, 535 Middlesex street; Ike Zelin, 233 Dutton street; Arthur S. Edwards, 531 Dutton street.

Junk collectors: Hyman Levin, 139 Howard street; Thomas F. Reynolds, 17 Cedar court; Henry Wilson, 154 Howard street; Samuel Blank, 18 Daly street; William Evans, 80 Plain street; Barney Jacobson, 135 Railroad street; William Miller, 108 Church street.

Drivers' permits: J. J. Gallagher & Co., 401 Broadway; P. F. Cox & Co., 243 Broadway; T. F. Donohoe & Co., Central street; J. P. Connor & Co., 20 Tilden street; Patrick Kelley & Co., 19 Davidson street; P. H. Donohoe & Co., 40 Church street; James Cabin, 101 Lakeview avenue; Gervais & Co., 26 Tremont street; E. A. McQuade, 75 Market street; B. E. McQuade, 187 Central street; W. W. Murphy & Co., 286 Merrimack street; P. Dempsey & Co., 833 Market street.

Other licenses: To take and sell pictures, Grover C. Kenston, 370 Merrimack street; hawker and peddler, Richard Grant, 60 Coburn street; express, Seth Kimball, 8 Washington street; billiards and pool, Peter Christopoulos, 429 Market street.

SAVED LIVES OF AMERICANS

WASHINGTON, May 6.—The United States government today forwarded six gold watches and chains to the legation at Peking for distribution among Chinese officers and civilians in recognition of services in saving the lives of American citizens in China.

LAUNDRESS ASKS \$15,000

BECAUSE YOUNG SON OF HER EMPLOYER DROPPED BAG OF WATER ON HER

BOSTON, May 6.—David Sears of 205 Commonwealth avenue, son of Mr. and Mrs. Philip S. Sears, is being sued for \$15,000 by Miss Anna S. Claburn, a young woman formerly employed as a laundress at the Sears home, who claims that young Seared, when he was engaged in his regular occupation of an upper window of the Sears house, fell and drenched.

In the bill filed yesterday with the clerk of the superior court, Miss Claburn alleges that David Sears, who is a claimant against her while she was engaged in her regular occupation of an upper window of the Sears house, fell and drenched with the water when the bag broke.

The bag of water, it is charged, was "thrown or hurled down upon her with great force and violence and from a great height." Since the alleged assault, Miss Claburn claims she has been unable to work and will be unable to do so for some time to come, besides being permanently injured, she says.

John H. Ellis, of the Tremont building, is attorney for Miss Claburn. Some interesting testimony is expected when the case comes to trial. The defendant's family is one of the best known in the Back Bay. Philip S. Sears is a prominent race man, a Harvard graduate and a noted tennis player.

SHOE MANUFACTURERS

of machines for use in the manufacture of shoes, not merely a well system, but a well McKay, a standard screw, a pegged and any other standard system of making shoes. Includes not merely boards and cutting knives in the cutting room, but also clicking presses, a few benches on which shoes may be made by hand; connect this machinery with motors; get the power for the motors from a model power

ACID STOMACHS ARE DANGEROUS

Common Sense Advice by a Distinguished Specialist

"Acid" stomachs are dangerous because they irritate and inflame the delicate lining of the stomach, thus hindering and preventing the proper action of the stomach, and leading to probably nine-tenths of the cases of stomach trouble from which people suffer. Ordinary medicines and medicinal treatments are useless in such cases, for they leave the source of the trouble, the acid in the stomach, as dangerous as ever. The acid must be neutralized, and its formation prevented, and the best thing for this purpose is a teaspoonful of bisulphated magnesium simple antacid, taken in a little warm or cold water after eating, which not only neutralizes the acid, but also prevents the fermentation from which acidity developed. Foods which ordinarily cause greatest distress may be eaten with impunity if the meal is followed with a little bisulphated magnesium, which can be obtained from any druggist, and should always be kept handy.

plant beside the school buildings; supply the factory with all common sorts of leather, both sole and upper, an abundance of lasts and patterns and other materials for shoes, start a group of students to run the machinery and to make the shoes.

In another of the school buildings, imagine class rooms, like the class rooms of familiar school buildings, also a library and study and recreation rooms. Provide the class rooms with the best textbooks of the shoe industry that are to be had, gather into the library as many books relating to the shoe industry and to general industrial subjects, both technical and historical, adorn the walls with diagrams of machines and shoes, and with pictures of men who have made great inventions, or who have developed famous enterprises in the shoe industry.

Put these buildings in charge, not of practical shoemakers, but of men of technical training, and of sound experience in industry. Select these men from among graduates of the Massachusetts Institute of Technology or institutions of similar character, men who have served with some concern noted for able methods and who are members of the American Society of Mechanical Engineers, or similar organizations.

So, by imagining the school buildings, the equipment and the administration and instruction staff, one will get some idea of what a shoe trade school in Lynn, similar to the Textile school in Lowell, would be like.

Entrance Requirements

As for the students at this school they would come from far and near. Perhaps they would number hundreds, for there is among young men a great desire for technical knowledge of the shoe manufacturing industry. It would be necessary to sort out these young men, so that the most worthy and promising might be first chosen to enjoy the advantages of the school.

It is likely that all candidates for admission to the school would have to pass an examination, just as do candidates for admission to technical schools and colleges. If the entrance requirements of this imaginary Lynn school were like the requirements of the Lowell school, candidates for admission would have to pass examinations in English, American history and plane geometry, algebra. If the candidates for admission to the Lowell school wish to take a four years' course, they may be required to pass examinations in solid geometry, trigonometry, and German or French, in addition to the first named subjects.

Plainly, only capable and well trained lads would be admitted to the school. It takes a pretty substantial boy, with good sound head, to struggle through an examination in geometry, to say nothing of German. There would be, by the way, opportunity for young women to enter this school.

The course of instruction in this imaginary shoe trade school in Lynn would be two, three or four years. The length would depend upon the amount of knowledge the student wished to absorb. All the regular lessons would be in the day time, of course. In the evening there would be special lessons, for young men who worked in the factories by day.

Courses of Instruction

The young men who would be graduated from this school would not be shoemakers, as shoemakers are known

today. They would be a new type of shoemakers, with a knowledge of the technology of shoemaking greater than is possessed by any person of today with the exception of a few men who have built up the noted enterprises of the trade.

The most thoroughly trained of these graduates each would know how to make a pair of shoes by hand or by machine, how to make lasts, patterns, inks, stains and blackings, how to set up machines, how to measure the speed of machines, how to arrange machinery in a factory, how to plan a factory, how to develop a factory system, how to test leather, how to buy leather, how to sort leather, how to keep books, how to employ shoemakers, and a few other things which have a part in the shoe manufacturing industry.

To know how to do all these things looks a vast amount for one man to know. But a corresponding knowledge is expected of graduates from the Lowell school. No young man is allowed to graduate from that school without first showing that he has a complete knowledge of his trade. To prove it he must go to Boston, buy in the market enough wool for a suit of clothes and ship it to the Lowell school, where he washes the yarn into cloth, dyes and finishes the cloth and then has it made into a suit of clothes.

The graduates of the Lowell school do not go into mills as workmen, but as superintendents, or engineers, or chemists or designers. A few take special positions, like those of cost accountants or investigators for the government. A few others become salesmen.

These graduates do not crowd out experienced men, but fill new positions. For instance, one graduate took charge of a woolen mill that was slowly running down, was losing money and was paying very poor wages. He brought his mechanical equipment up to standard, got out a new line of goods,

stirred new enthusiasm among the mill workers, and turned the mill from a losing to a paying proposition. He increased the wage of the mill workers, too.

Trains Leaders

The Lowell textile school was established about a dozen years ago. Time has proved it a valuable institution. It was established by the state and by textile manufacturers jointly. Some textile men have given to it liberally of both their time and money. It was primarily established for the purpose of training young men in the technology of the industry. A secondary consideration was the building up of the textile industries of Massachusetts through the leadership of the trained graduates of the school, so that these Massachusetts industries would hold their own against the new competition of the southern mills and the old competition of European mills. There are similar reasons for establishing a shoe trade school.

To train young men to be leaders is a national policy. West Pointers are trained to lead in the army. One of them built the Panama canal. The textile and the electrical and a few other industries have recognized the principle of training young men to be leaders. But the shoe trade, though it is the chief industry of the commonwealth, and is reputed the industry employing the wisest men, has yet to secure to itself the advantage of a technical school for the training of leaders.

WILLIAMS' KIDNEY PILLS

Have you overworked your nervous system and caused trouble with your kidneys and bladder? Have you pulsation, aches, back and bladder? Have you a dabby appearance of the face, and under the eyes? If so, Williams' Kidney Pills will cure you. For sale by all druggists. Price 50c.

WILLIAMS' KIDNEY PILLS, Proprietors, Cleveland, Ohio. For sale by Falls & Burkinshaw

See the Demonstration OF MOP WRINGERS



This mop complete, with splash mop waste, copper faced cast iron fixture and four foot hardwood handle, 27c

There is no greater abuse to the hands than putting them in dirty hot water to wring a mop and so force the dirt and filth into the pores. This treatment makes ROUGH, GRIMY and RED HANDS and constant wringing of the mop causes misplaced joints.

Mrs. Smith, our demonstrator, will show you how to use our mop wringers and save your hands.

Reliance Mop Wringers \$1.25, \$1.50
Vanco Mop Wringers.....\$1.75

Free City Motor Delivery

C. B. COBURN CO.
63 MARKET STREET



Ten quart galvanized pails, of light, heavy and extra heavy galvanized iron, have built handles and riveted steel ears. 14c, 19c, 26c

STORE CLOSED

ALTERATION SALE

STORE CLOSED

WILL START THURSDAY MORNING AT 9 O'CLOCK

Our store was closed yesterday and remains closed, and on Thursday, May 7th, at 9 o'clock a. m., we are going to open our store, with the biggest bargains in clothing that Lowell people have yet seen or heard of. Stop and consider that it is in the very middle of the season, when all other stores have their goods at regular percentage profits, and we find ourselves obliged to mark down our entire stock of Men's and Young Men's Suits, Children's Clothing and Hats. Our stock is overcrowding the store and we must have room for the carpenters who will get to work on the 18th of May, to make alterations that will enable us to put in a fine of furnishings. They must have room to make and install shelves and sundry other work, and we must sacrifice part of our big stock to give them room to work. So there's your opportunity. We have explained, you must take advantage of our unlucky situation. Remember, this money saving sale of clothing will last only ten days.

IN OUR MEN'S SUIT DEPARTMENT

Men's \$8.00 and \$10.00 Suits in the newest patterns and models. All sizes, while they last \$4.65

Men's Suits worth \$12.00 and \$15.00, all sizes. Handsome patterns in the newest cuts and models. Patch or plain pockets, English short and snug fitting coats or plain coats, 2 or 3 buttons sacks. Pencil stripes, pepper and salt mixtures, grays, blues, blacks; all hand-tailored.....\$7.35

Men's \$16.00 and \$18.00 Suit values—Every garment hand-tailored in the very newest designs of cloths including imported suitings, made up in the newest models, English or plain, conservative. Colors include blue, black, oyster, gray, fancy mixtures and fancy stripings; all sizes from 32 to 48. While they last. Sale price.....\$9.35

Nothing but all wool cloths, cassimeres and worsteds.

\$20.00 Suits, strictly hand-tailored in the newest models. Handsome 2 or 3 button-sack coats, single or double-breasted, patch or plain pockets. Colors: Blue, black, gray brown and others. Cloths in cassimeres and serges; every suit guaranteed all wool or your money back. \$12.45

\$22.00 Suits. No matter how critical you may be, there is a suit in this lot you will like, all styles are included, and patterns such as fancy stripings, single or double-breasted sack coats, blue serges, unfinished worsteds, cassimeres or Scotch tweed; strictly hand-tailored; sizes from 32 to 50 stout. Sale price.....\$13.85

\$25.00 Suits. Very rich patterns in Scotch woolsens and pure worsteds. Strictly hand-tailored in the newest models, patterns such as pencil stripes, fine fancy mixtures, blues, grays and browns. Every garment guaranteed above value. Sale price.....\$16.85

All Winter Weight Suits and Overcoats are marked down with a saving from \$6.00 to \$10.00. In this sale you will find yourself saving on your Spring Suit or Top Coat from \$5.00 to \$10.00. Take advantage of a miracle, as seldom clothing merchants have mark-downs on their stock at this time of the season.

IN OUR MEN'S TOP COAT DEPT.

\$15.00 Top Coats, silk lined to the edge, all sizes, in black and oyster gray colors. Sale price.....\$7.95

\$18.00 and \$20.00 Top Coats, silk lined, all sizes, strictly hand-tailored, in black or oyster gray colors. Sale price.....\$12.85

BG VALUES IN BALMACAAN COATS

Beautiful Scotch mixtures, a ravishing stock, all wool, guaranteed waterproof. Note these prices:

\$10.00 BALMACAANS AT.....\$7.45

\$15.00 BALMACAANS AT.....\$8.65

\$20.00 BALMACAANS AT.....\$11.65

PANT DEPARTMENT

We have a full line of pants which just arrived at prices that will surprise you.

\$1.50 Pants. Sale price.....79c

\$3.50 Pants. Sale price.....\$1.79

\$4.50 and \$5.00 Pants. Sale price.....\$2.98

\$2.50 Pants. Sale price.....\$1.19

\$4.00 Pants. Sale price.....\$2.39

\$5.50 and \$6.00 Pants. Sale price.....\$3.45

You will find sizes from 32 waist to 52 waist in this assortment.

MOTHERS

Boys' 25c and 50c Knee Pants.....11c

Boys' 75c and \$1.00 Knee Pants. All colors. Full peg shape. Sale price.....37c

CHILDREN'S DEPARTMENT

A big line of Boys' Suits to be sold regardless of cost. Sizes run from 8 to 17.

Boys' \$2.50 Suits. Sale price.....\$1.79

Boys' \$4.00 Suits. Sale price.....\$2.49

Boys' \$5.00 Suits. Sale price.....\$3.98

Boys' \$3.50 Suits. Sale price.....\$1.98

Boys' \$4.50 Suits. Sale price.....\$2.98

Boys' \$6.00 and \$6.50 Suits. Sale price.....\$4.98

Our line of Juvenile Clothing is very strong. You will find here the best at lowest price. The sizes run 2 1/2 years old to 9 years old. The prices are:

\$2.50 Suits. Sale price.....\$1.79

\$4.00 Suits. Sale price.....\$2.49

\$3.00 Suits. Sale price.....\$1.98

\$5.00 Suits. Sale price.....\$3.98

Velvets and Blue Serges and also a few Blouse Waist Suits. The \$6.00 kind. Sale price.....\$4.98

HAT DEPARTMENT

We are showing a full line of NEW SPRING HATS. Every style is this spring's newest and latest.

Men's \$1.50 and \$2.00 Stiff Hats. Sale price.....\$1.19

Men's \$2.50 and \$3.00 Stiff Hats. Sale price.....\$1.79

Men's \$3.00 Balmacaan Hats. Special for this sale.....\$1.79

Men's Soft Hats, in all colors; these are hats that generally sell at \$1.50 and \$2.00. They come in blue, green, brown, light color and black. Sale price.....\$1.19

Men's Soft Hats. The \$2.50 and \$3.00 kind. Sale price.....\$1.79

The colors are seal, blue, green, tan, pearl, brown, mauve, myrtle and rock.

We are showing Straw Hats in advance to give you the advantage of getting one at reduced price during the big sale.

\$1.50 Straw Hats. Sale price.....79c

\$2.00 Straw Hats. Sale price.....\$1.19

\$2.50 Straw Hats. Sale price.....\$1.79

RAINCOAT DEPARTMENT

Men's Balmacaan Rain-proof Coats, worth \$15.00. Sale price.....\$8.65

Remember that this coat is all the go and will be good also next year.

REMEMBER THIS SALE IS FOR TEN DAYS ONLY

This stock contains nothing but the newest goods just arrived this season for the Spring trade. Every garment is clearly marked. Step in and look it over. Plenty of salesmen at your service.

Sale Begins Thursday, May 7, at 9 A. M.

LOOK FOR THE RED SIGNS OPPOSITE KIRK STREET

J. FREEMAN & CO.

The Popular Clothiers

214 MERRIMACK STREET

LOOK FOR THE RED SIGNS OPPOSITE KIRK STREET

PARK DEPARTMENT

AUTOMOBILE

vested with purchasing power, what he purchases is subject to the approval of the head of the department for which it was purchased. Former City Solicitor Duncan gave his opinion, of course, under the old charter and the amended charter does not affect the purchasing agent's office. The only change is in the election of the purchasing agent. Under the old charter he was elected by the people and under the charter as amended he is elected by the municipal council. Mr. Hennessy is also quoted as saying that it is impossible to oblige the head of a department to accept an article that does not meet with his approval; that it isn't even compellable by mandamus as the department head is exercising discretionary power. So, taking all in all, it would seem that common sense and honesty should characterize the purchase of material and supplies for the city.

The Comfort Station

Let it be understood that the main reason of the existence of the comfort

municipal council there was passed an ordinance establishing the management and control of the comfort station and appropriations therefor, transferring it from the mayor's department to Commissioner Dannehy's department.

The industrial accident board will conduct at least three hearings in this city during the month of May. The board has already asked for the use of the aldermanic chamber at city hall for two hearings on May 15 and another on May 29.

Continued on page five

HAD TWIN MOLES

Some strange things happen in the world and if you don't believe it ask Remulus Tessier, the Tucker street grocer. There was something happened at Remulus' place today and

Some time ago Joseph Tessier purchased a fast mare at Hanson's auction. If she couldn't go in half past two Joe Tessier would give you to him. One day, however, the mare was speed-

to get her back in shape again but he couldn't and decided to sell or trade her. Well, to make a long story short, he traded with Katusha for another trotter, which later cost him the life in the fire which destroyed his home.

Tom Tetter's stable in Hall street, New York, where that Romaine was traded for the first time, was a focal point of the fastest green pack that ever crossed the Rockies and was because of the prospects of the big rising an offering that Romaine traded for. Katusha had told his friends what he expected of the young mare and Romaine's visions of making rings around the best trotters and pacers on the boulevards and avenues of New York.

His heart was filled with thoughts of a great racer and when he went to the stable this morning and found a

than described. He thought that somebody had played a joke on him, but when he undertook to interfere with the baby mules he found that the mare had a decided paternal interest in them. She objected

Romulus had always taken excellent care of the mare and to this day he would offer her the best of his award is absolutely too discouraging for anything. He had expected that she would present him with a colt, that would bring fame and fortune and even be taken to Kentucky, but the new colts don't look a bit closer to Romulus.

The news of the newcolts at Romulus' stable spread like wildfire and before long the neighbors and the people had called to see the mare and her milo babies. Romulus was grief stricken, but pretty near it, was

weight in gold by putting them on exhibition. Remulus thought this might be something to that, but said he never would forgive the man for the trick she played on him.

That "Joe" Tessier is a good job as well as a good horse trader is depicted in the following story: "The first time I saw him was at a low house whose first name was Peter," he assured Peter that the horse was a three minute performer. A few days after making the purchase, Peter took his new horse to the boulevard, but he had to get out of the house in a four minute clip. Peter was pretty sore and he decided to have out with Joe. He told Joe what he thought about it and after listening to Peter for some time, Joe said, "That's the matter, Peter. You are afraid that was just a sp. much."

Peter went away defeated.

IN SUPERIOR COURT

In superior court this afternoon
case of Coleman O'Loughlin of Lowell
vs. Bay State Street Railway Co. was
called before Judge Sanderson and
jury. In this case the plaintiff seeks
to recover for damages alleged to have
been caused to his wife while she was
riding in a street car some time ago.
An accident occurred and it is claimed
that the plaintiff's wife was seriously
injured.

Court Ordered Verdict
A verdict for the defendant in the case of Florence Page of Lawrence, B. & M. railroad was awarded them.

1. *Journal of the American Medical Association*, 1997; 278: 1039-1044.

10

July. In this case the plaintiff seeks to recover for damages alleged to have been caused to his wife while she was riding in a street car some time ago. An accident occurred and it is claimed that the plaintiff's wife was seriously injured.

ON WOMAN SUFFRAGE SEC. GREY WILL KEEP OUT

DEBATE IN HOUSE OF LORDS—
LIMITED FRANCHISE BILL AT-
TACKED AND DEFENDED

LONDON, May 6.—Woman's suffrage was the subject of a long discussion in the house of lords yesterday, when the Earl of Selborne moved a second reading of a bill giving the parliamentary franchise to those women already possessing votes at local government elections.

He said it was estimated roughly that 1,000,000 women in the British Isles would benefit by the passage of the bill. He asserted that the vast majority of women were opposed to militancy.

He expressed his belief that the idea that men and women voters would divide on sex lines was a delusion and gave it as his opinion that the demand for votes made by women who paid taxes was founded on justice.

Earl Curzon of Kedleston moved the rejection of the bill, not merely, he said, because it would introduce a great social revolution, but because it would be injurious to the interests of women.

Such a measure, he argued, would have an unfortunate and mischievous effect upon the relations of the sexes and would weaken the prestige and influence of Great Britain throughout the world. He declared that of the 120,000 women voters on the registers in London, only 20 per cent had voted at the last local municipal elections, while in the country only 25 per cent of the women entitled to vote had cast their ballots.

He asserted that an inevitable corollary of giving the vote to women was the grant to them of the right to sit in parliament. Militancy, he argued, was not confined to a small, ill-balanced minority, but was the work of a great organization. He concluded with the statement that the majority of women did not want the vote and lacked the quality and the temperament to exercise political power.

Baron Newton argued that militancy was woman's blind revenge upon society for the manner in which she had been treated by the liberal party. Viscount Haldane said the country was approaching the time when it would have to deal with class problems in which the cooperation of women had become vital. The questions of the birth and death rates were part of these problems. Much of the want of attention to social problems had been brought about, he concluded, because women had no direct means of exercising political power.

The debate was adjourned.

If you want help at home or in your business, try The Sun "Want" column.

REFUSES TO ASK U. S. GOVERN-
MENT TO ABANDON ITS POSITION
AGAINST HUERTA IN MEXICO

LONDON, May 6.—Foreign Secretary Grey was invited by Sir John David Rees, unionist, in the house of commons yesterday afternoon to ask the American government "to abandon its position that the removal of General Huerta is of greater moment than the restoration of peace and the protection of life and industry in Mexico."

The foreign secretary declined, declaring that in view of the fact that mediation had been undertaken by Argentina, Brazil and Chile, it could serve no useful purpose for the British government to make separate proposals on its own account to either Washington or Mexico City.

The federal governor of Tampico, the secretary continued, had given assurances that the employees of the companies operating oil wells in that district might return, while Huerta had promised to issue orders permitting all nationalities to return and resume work, saying at the same time that he would do his best to prevent fighting in the oil district.

Before Baby Comes and After—

Mothers find a wonderful comfort of strength in this wholesome body and nerve builder.



AUTO SURVEY IN LOWELL

Retrospective Shows Wonderful Advancement of Industry—
Some of the Prominent Dealers

To find out definitely and exhaustively how great an influence the automobile has been in Lowell would entail much labor for the automobile has made its impression; but we can briefly look back and sum up things in a general way. In our retrospection we should go back to the time when the automobile wasn't up to the present day.

Most of us can remember, and it is not long ago, when some sort of a device that went a little way and stopped with a wheezing, gasping cough was at large on our city streets. The manufacturer considered it an automobile, at least he called it that when he showed it to the customer, who had to be a brave man to stand the jokes and guffaws of the facetious yet interested bystanders who offered plenty of verbal aid when his "automobile" stopped short as if in a faint. They didn't need the raucous blast of a horn then to warn the people of the rushing approach of the smoke breathing monster. Since the improvement of the auto, contrary to the confident predictions of over present, ever prophesying skeptics, the need of a horn became evident.

First Auto Garage

Back in those days when the pronunciation of the word "garage" was

disputed, there existed one man in Lowell who had a little foresight and a large amount of nerve. He started a garage up in Appleton street. That is not a great many years ago either. Such was the state of automobile affairs a few years ago.

What does a glance over Lowell show today? Lowell can boast of 18 or more modern, up-to-date garages where car owners can go with a conviction that they will receive service second to none in this country. There are at least 20 automobile agents who have all done very well in this line of business. The 12,000 auto owners will substantiate this statement. The flame of the popularity of automobiles is not a flimsy spark, glowing only for the moment and then to die. Indications show that this flame is growing brighter, fanned by the enthusiasm of those who are already pleased car owners and by the demands of prospective buyers. Since automobiles are so demanded why should we not have an automobile that is "Lowell made"? Surely there is something in that trade mark and when the time comes when we have a Lowell made car the manufacturer may be sure that he will receive the hearty support of all those loyal citizens who are ever willing and ready to boost Lowell and Lowell made goods.

Some of Our Auto Men

It seemed fitting to the writer to say something in a retrospective way about some of the dealers and auto men individually since some space has been given above to a general survey of the automobile industry in Lowell. This will appear below:

Anderson's Tire Shop

One of Lowell's most up-to-date repair shops and supply houses in Anderson's Tire Shop, 135 Paige street, where is followed the motto: "A satisfied customer is our ambition; once a customer always a friend." To attain the realization of this ambition Mr. Anderson invites any automobile owner who is having any kind of trouble with his machine to drop in and chat with him, and discuss the difficulty. He will diagnose the case and prescribe the remedy and give you any amount of invaluable advice free of charge. Anderson was one of the first to install free air. Mr. Anderson has a method which he himself has invented of repairing and vulcanizing and he says that by this method he can prolong the life of a tire that otherwise would be considered ready for the discard. Anderson's Tire Shop always has an up-to-the-minute supply of goods as their truck goes to Boston for them four times a week. Mr. Anderson will be pleased to make your adjustments for you.

Lowell Motor Mart

The Lowell Motor Mart, cor. Merrimack and Tilden streets, is a striking example of the progress the automobile has made in Lowell. S. L. Rochette, the capable manager of the Lowell Motor Mart, carries the Ford car which is especially popular with those living in the towns. The demands for this car, combined with the salesmanship of Mr. Rochette, are greater than the output of the factory. From this one may get an idea of the vast amount of business transacted at the Lowell Motor Mart, the ad. of which appears on another page of this issue. The Lowell Motor Mart also carries an extensive line of supplies.

Stanley Garage

Up at 610 Middlesex street we have the Stanley garage, the proprietor of which is Tom Williston who is one of the most popular and well-liked garage men of this city. Mr. Williston carries two cars over the merits of which he is very enthusiastic. He says that one of the reasons why the Stanley car is having such great sales is the absence of nauseating odors of gasoline, the maddening exhaust pipe and the cranking. He also reports that the Metz car, the winner of the Glendon tour, is no slouch, but is still in the race and considering the sales of the Stanley and the Metz the two cars are nip and tuck. The winner can be decided only at the end of the season. But in the meantime Tom will be busy keeping up his stock of supplies against the inroads of automobile owners who demand the goods he carries.

Boston Auto Supply

Joe McGarry entered into the automobile business last June when there

was a well filled field around him, but this fact, which might have deterred one less courageous did not make Joe hesitate for the owner of the Boston Auto Supply house was not to be stopped by such an apparent deterrent. Joe was out for success, worked hard for it and has now earned it. The Boston Auto Supply Co. is here to stay and its young manager is endeavoring to improve it day by day and thereby please his many customers. Joe is ever on the alert to get the latest improvements in his line of business. So up-to-date and earnest is Joe that it does not take one who is an authority in prophesying to predict a bright future for this good natured owner of the Boston Auto Supply Co.

Sackley Motor Car

One of the latest garages to come into existence is the Sackley Motor Car Co., 432 Merrimack street. Mr. Sackley who has been a photographer for the past ten years seeing an opportunity to start a garage, did so, and during January of this year he opened up the Sackley Motor Car Co., which now carries four very popular cars—King, Regal, Haynes and the attractive Little Mercury Cyclecar.

Mr. Sackley is very busy giving demonstrations and it scarcely need be said that with him a demonstration is the preface to a sale. When the Sun auto man called on Mr. Sackley he did not have much chance to converse very long as that popular auto dealer had to hurry to give two demonstrations to prospective buyers who were anxious to get the cars.

M. S. Feindel Buys

Is 12 an unlucky number? M. S. Feindel, who is located at Davis Square doesn't think so, for during the past week he made the following deliveries, 12 in number: E. E. Paignon, Chevrolet, 6 cylinder; Harry Keep, Chevrolet; F. M. Bill, Chevrolet; Mr. Ernest Chippendale, Overland touring; Cameron Bros., Overland delivery; Mrs. B. Goddard, Overland touring; Geo. C. Moore, Jr., Overland touring; A. A. Welcome, Overland touring; J. J. Henry, Overland touring; F. E. Bryant, Chevrolet touring; Dr. Donovan, Chevrolet touring; E. E. Paignon, Chevrolet touring. Just as we go to press we find that Mr. Feindel delivered another car, this time it was a five passenger Overland touring car to Hugh McDonald, Littleton, Mass. So we repeat the question: Is 12 an unlucky number?

Sawyer Carriage Co.

The Sawyer Carriage Co., whose advertisement appears on another page of this issue, added an automobile repair station to its original plant and



A LEADER OF TIRES

Guaranteed 6000 MILES

Just try some of these tires and be convinced that this is the tire for you. Adjustments made by Anderson's Tire Shop. Also agent for Goodyear tires, the most popular tire on the market at present day. Klaxon horns, Prestolite tanks, plug cells, Wood chains, electric light bulbs, all sizes; in fact, all up-to-date auto accessories carried in stock.

ANDERSON'S TIRE SHOP

135 PAIGE STREET
The best free air system in Lowell.

this addition surpassed the most sanguine hopes of the company. So great was their automobile repair business that Mr. Chandler, the emiable manager of the Sawyer Carriage Co. deemed it necessary to enlarge his working staff; accordingly he recently increased his force of painters to one dozen. Not long ago Mr. Chandler secured the services of Messrs. Goyette and Taylor, both men of wide experience and possessed of an unlimited knowledge of automobile repairing and overhauling. Together with the work of the Sawyer Carriage Co. gives the knowledge that the job is well done and that the workmanship is of the best.

Geo. H. Bacheider

Among Lowell's motor cycle dealers there is no name which is better known

than that of Geo. H. Bacheider, Post Office square, whose ad appears on the auto page section. Mr. Bacheider has been in this business longer than any other Lowell dealer. He started in way back in 1892, selling bicycles. His office, repair station and stock room was a barn. Soon he graduated from this place and after locating in various places with various success he is now firmly established at Post Office square at which place he has been for the past 13 years. The name of Bacheider is the connecting link between the bicycle craze around 1902 and the removal of bicycles after the slump of 1907. Mr. Bacheider is an exemplification of the "survival of the fittest." Eleven years ago Mr. Bacheider began to sell

Continued to Page 11



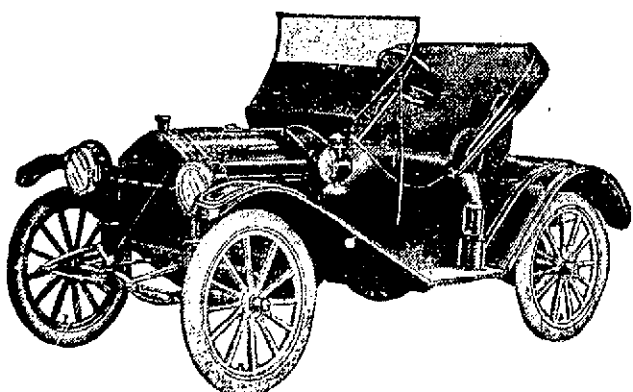
STOP

Were you one of the many who were stopped for not sounding your horn Saturday. You know the old saying: "Don't lock the stable after the horse has been stolen."

The real horn to buy is the Klaxon from \$10 to \$35. We have a complete stock.

GASOLINE
PITTS HURD ST.
TELEPHONE 52W, 52R

STANLEY THE PERFECT CAR
METZ ROADSTER, FOUR CYLINDERS, 22 H. P.



\$475—The Economy Car—\$475

Tires at Reasonable Prices. Supplies of All Kinds at

STANLEY GARAGE

Telephone 2915-W

610 Middlesex Street.

THOMAS L. WILLISTON, Prop.

Chevrolet Roadster

A STYLISH, SNAPPY CAR

Have it demonstrated to you on a hill.

Everybody is—is what? surprised.

PRICE \$750

F. O. B. Factory

M. S. FEINDEL

Gorham Street. Phone 2188

Willy's Utility TRUCKS

1 TO 3 TON CARRYING CAPACITY

Equipped with 36x4½ inch tires; pneumatic or solid; a product of the Willy's Overland Co. Price

\$1500.00

F. O. B. FACTORY

Call for demonstration.

M. S. FEINDEL

Gorham St. Phone 2188

KEEP AWAY FROM
The Boston Auto Supply Co.

If you are NOT looking for A. No. 1 goods at lowest prices. If you ARE then for Vulcanizing, Tires, Oils, Auto Lamps and accessories of all kinds, call on

JOE. McGARRY, Mgr.

Tel. 3605

Open Evenings

98 Bridge St.

UNION SHEET METAL CO.

LARGE & McLEAN

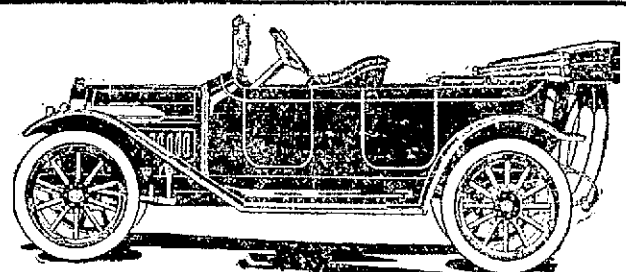
Expert Mechanics

CORNICE, SKYLIGHT, METAL ROOFING
VENTILATION AND BLOWER PIPE WORK

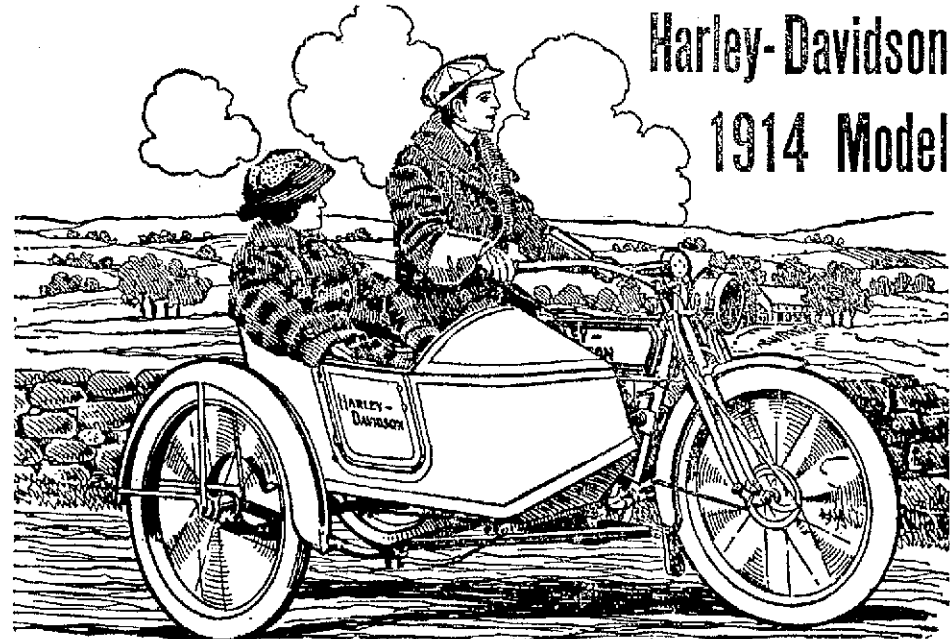
Furnace, Especially School Work. All kinds of Sheet Metal Work and Jobbing

LEAD BURNING METAL CEILINGS
Automobile Metal Work a Specialty

337 THORNDIKE STREET, DAVIS SQUARE, LOWELL, MASS.



SACKLEY MOTOR CO.
Tel. 2167-R 483 Merrimack Street.
KING, HAYNES, REGAL AND MERCURY CARS

Harley-Davidson
1914 Model

You can buy this outfit for \$150 down and \$5.00 weekly. If you want a demonstration phone, call or write

JOS. PARMENTIER

Agent for the Harley-Davidson Motor Cycle, the road champion. Harley and Yale parts on hand.

TELEPHONE 1988-W

441 MOODY ST.

AUTOMOBILE NEWS

Continued

motor cycles and has carried the Indiana machine continuously since that time, for he found out what the people wanted. This friendly salesman deserves no small amount of credit for the tenacious way in which he continued in business when the market fell five or six years ago, driving out of business the less courageous dealers.

Mark McCann

Mark McCann is one of Lowell's younger dealers in the motor cycle line but from this statement one could not judge the size of his trade. The popularity of this Gorham street salesman combined with the reliable makes of the machines he carries is the direct cause of the sweeping business which he is doing. He carries two well known brands, the Excelsior and the Thor; the latter is the first machine ever made. Recently the local police who tried out two motor cycles placed the mark of their approval on the Excelsior by ordering another of that make from Mr. McCann.

Joe Parmentier

The other prominent motor cycle dealer is Joe Parmentier up on Moody street and he also belongs in the younger set of dealers who have made good. Joe carries the Harley-Davidson motor cycle, which is the road champion. Joe is always busy; on fine days he is out giving demonstrations and when the weather is such that it renders demonstrations impossible he certainly has enough to occupy his time and to keep his hands full. Joe has a side car which is warming the hearts of enthusiastic cyclists and is making frequent and rapid sales of the same. It is sold on very reasonable terms.

Lowell Buick Co.

The Lowell Buick Co. in Appleton street grew out of the first garage in Lowell. It is now one of the largest

and best equipped in the city and their beautiful and well adorned salesrooms are second to none in this part of the country. It was in 1909 that the enlargement took place and each year they became more crowded for room; this shows their continual increase of business. The Lowell Buick Co. first began to sell the popular Buick car in 1906 and they have had the agency ever since that time and have disposed of numerous machines of the Buick make. The Lowell Buick Co. does not confine its activities to the city and neighborhood alone, but even to the boundaries of this state. They make many sales to buyers living in other states and they do not consider all New England too big a territory for their salesmen who have made automobile owners out of people residing in the other New England states.

Pitts Auto Supply

Practically the first man to start an auto supply shop in this city was Harry Pitts. For four years or more he has been giving faithful service to auto owners and each year his efforts have been crowned with success; each year better than the former showing a doubled business with the exception of last year, when his business was troubled. Usually Harry had to take on a new man each June, but this year it was imperative to secure another as early as April. Some credit of Pitts' success must be attributed to Jimmie Boland, who joined the staff three years ago. As an example of Pitts' salesmanship we have but to note the mighty sales he has made on Patterson street. So great were they that they nearly knocked over the many facturers. Each year sees now improvements at Pitts' Harry is on the jump with the Klaxon horns for which he is having big sales. Pitts believes it pays to advertise when he looks over his business at the end of each year.

The Klaxon Horn

It looks as if the Klaxon horn is going to be the big seller judging from the frequent demands of auto owners who have heard its voice and have responded to its call. This popular de-

AUTOMOBILE GOGGLES CAMERAS and SUPPLIES OPTICAL GOODS EYES EXAMINED

J. A. McEVOY

Telephone 232 Merrimack Street, Lowell, Mass.

vice comes in four styles, the "Hand Klaxon," which is worked by hand having no wiring, or battery connection; the Klaxon, Klaxonet and the Klaxon are motor driven horns. The Klaxon is the father horn of the other three. These last three named are sounded by a motor which drives a ratchet gear, which sets the diaphragm in vibration, thus producing that loud warning sound for which the Klaxon is noted.

THE COUNCIL OF WOMEN

ROME, May 6.—The Quinquennial session of the International Council of Women now being held in Rome under the presidency of the Countess of Aberdeen entered this morning upon its second day of business. The morning exercises included meetings of the standing committees of peace, finance and the press and in the afternoon reports were heard from committees on an equal moral standard and public health.

The inaugural address of the Countess of Aberdeen lays particular emphasis on the impetus obtained by the women's movement throughout the world. Women, said the countess, being true to the golden rule, comprehend the needs of humanity more than do men.

Reviewing the fundamental ideas of the international council, the countess described these as favorable to international arbitration, the extension of suffrage to women, the improvement in the public health, the protection of emigrants and betterment in existing systems of education and opposed to the white slave traffic.

VERDICT FOR THE B. & M.

CONCORD, N. H., May 6.—In the district court today the jury brought in a verdict for the defense in the case of the Boston Ice Co. vs. the Boston & Maine railroad, an action to recover damages for the destruction by fire alleged to have caught from locomotive sparks on the plaintiff company's ice houses in Milton, this state. This was the third trial of the case and more than 100 witnesses were heard.

VALUABLE ADVICE TO THE RUPTURED

A physician has written a little book about rupture that is worth reading. It is free to all who are ruptured. It tells what rupture is, explains the different kinds of rupture; the dangers of operations, why trusses are uncomfortable and dangerous. This book tells what to do, and what to avoid doing, and how the ruptured can be properly secured against the cruel present risk of death or agony. It gives information about the "fakers" that advertise "rupture cures" and work upon the fears of people; and much information of interest to the ruptured. Write or call for it. Dr. Weiss, 223 West 34th st., N. Y.

LOVE HEALERS BANISHED

TWO BOSTON "OXYPATHISTS" ORDERED BY COURT TO LEAVE THE HUB—DID BIG BUSINESS

BOSTON, May 6.—R. Natel and A. Marchello, who professed to be able to "cure love and matrimony" and any disease except tuberculosis and heart disorders, and did a heavy business at 283 Hanover street, were ordered to leave Boston after a hearing before Judge Creed in the municipal court yesterday afternoon.

They were charged with doing a medical business without being registered. Their cases were continued a week with the understanding that they leave Boston, and defaults were recorded against them so that they may be arrested and sentenced if they remain in Boston.

Their practice included massage and hypnotism and they called it "Oxy-patha."

R. I. GENERAL ASSEMBLY

PROROGUED TODAY AFTER THIRTEEN HOURS' CONTINUOUS SESSION—IMPORTANT MEASURES

PROVIDENCE, R. I., May 6.—After a 13 hours' continuous session the Rhode Island general assembly was prorogued early today. The houses departed from the customary parliamentary practice of waiting for the senate to complete its business and adjourned two hours before the senate after sending notice to the upper branch.

The session lasted eight days beyond the 60 days prescribed by law. Among the measures passed on the closing day was an act authorizing the Southern New England R. R. Co. to lease all its properties in the state to the Central Vermont Railway Co. Both roads are subsidiaries of the Grand Trunk railway. Other measures included an act making it punishable to be found in possession of cocaine and similar drugs without a certificate from a physician.

BRITISH TENNIS TOURNEY

LONDON, May 6.—In the final round of the British amateur tennis championship, played at Queen's club today, E. M. Beallin, the ex-champion, defeated Joshua Crane, Jr., of Boston, in the first set by six games to two.

GAMES TOMORROW

New England
Lowell at Lynn.
Lawrence at Lewiston.
Worcester at Portland.
Haverhill at Fitchburg.
American
New York at Boston.
Philadelphia at Washington.
Detroit at Chicago.
St. Louis at Cleveland.
National
Boston at New York.
Cincinnati at St. Louis.
Chicago at Pittsburgh.
Brooklyn at Philadelphia.
Federal
Buffalo at Kansas City.
Pittsburgh at St. Louis.
Brooklyn at Chicago.
Baltimore at Indianapolis.

YESTERDAY'S RESULTS

New England
Lewiston-Lowell-Rain.
Haverhill-Worcester-Rain.
Fitchburg-Lynn-Rain.
Portland-Lawrence-Rain.
American
Boston-Philadelphia-Rain.
Washington & New York 6.
Cleveland & Detroit 2.
Chicago & St. Louis 1.
Federal
Brooklyn-Indianapolis-Rain.
Kansas City & Pittsburgh 2.
Baltimore & St. Louis 6.
Buffalo & Chicago 2 (12 innings).
National
Boston-Philadelphia-Rain.
New York-Brooklyn-Rain.
Pittsburgh-Cincinnati-Rain.

LEAGUE STANDING

N. E. League	Won	Lost	P. C.
Lynn	5	0	100.0
Lawrence	3	2	60.0
Fitchburg	2	3	40.0
St. Louis	1	4	20.0
Lewiston	1	3	33.3
Portland	1	2	33.3
Worcester	1	2	33.3
Haverhill	1	2	33.3
Amer. League <th>Won</th> <th>Lost</th> <th>P. C.</th>	Won	Lost	P. C.
Detroit	13	6	68.5
New York	7	7	50.0
Washington	7	7	50.0
St. Louis	9	8	52.5
Philadelphia	7	6	53.3
Chicago	9	10	47.4
Boston	5	8	38.5
Cleveland	5	12	29.4
National League <th>Won</th> <th>Lost</th> <th>P. C.</th>	Won	Lost	P. C.
Pittsburgh	13	2	86.7
Philadelphia	8	4	66.7
Brooklyn	8	6	56.8
New York	6	6	50.0
Cincinnati	7	9	43.8
St. Louis	7	11	38.9
Chicago	6	11	35.3
Boston	3	9	25.0
Federal League <th>Won</th> <th>Lost</th> <th>P. C.</th>	Won	Lost	P. C.
Baltimore	10	4	71.1
St. Louis	11	6	64.7
Brooklyn	7	6	53.8
New York	6	9	40.0
Indianapolis	8	8	50.0
Buffalo	6	7	46.2
Kansas City	7	10	41.2
Pittsburgh	3	11	21.4

SPECIAL NOTICES

PLAIN DRESSMAKING, ALTERATIONS, children's work. Mrs. Byam, 24 S. Court, Tel. 339-1.

MADAM CORY CARD READING. Past, present and future, 100 and 250, 69 Branch st., lower bell.

SHINGLES PUT UP AT \$2.00 PER 1000. You supply the shingles. Work guaranteed. Ten years' experience. Paul Menard, 49 Roper st.

EXCELLENT PASTORAGE FOR horses and colts. In Hudson, N. H. Apply to A. Greeley, Nashua, N. H. Tel. 555-12.

CERTIFIED TEACHER WILL GIVE private lessons in mathematics and all branches of the English language. Special instruction given to civil service students. Miss K. E. Cavanaugh, 123 Llewellyn st.

ORGANIZERS WANTED TO SOLICIT members and organize lodges. Order of Owls, 50 Bond, Ind.

E. SAVAGE PAPER HANGER and decorator with the United Wall Paper Store on Prescott st. All orders promptly attended to. Tel. 4151.

HORSE CLIPPING BY POWER, while you wait, \$2.00; horses called for free. At General, 322 Middlesex st. Telephone 2695.

PIANOS AND ORGANS TUNED AND repaired. Tuning \$1. J. Kershaw, 130 Cumberland road. Tel. 644-1.

LIMBURG CO. CHIMNEY EXPERTS Chimneys swept and repaired. Residence 1128 Bridge st. Tel. 445-7.

THE SUN IN BOSTON—THE SUN IN sale every day at both news stands of the Union station in Boston. Don't forget this when taking your train for Lowell.

TO LET

SMALL THREE-ROOM TENEMENT to let at 123 Andrews st.; rent reasonable to right party. Inquire on premises.

TWO PLEASANT FRONT ROOMS to let. Inquire 175 Middlesex st.

VERY PLEASANT 8-ROOM FLAT to let; gas, toilet and shed, same floor; price \$2.25 per week. No. 25 Fulton st., Centralville; hand to Merrimack st. Apply 125 Westford st.

SIX-ROOM COTTAGE TO LET, 47 Exeter st.; one minute's walk to Hovey sq. and Lakeview car line; in good repair.

HOUSE OF 8 ROOMS TO LET; large yard, at 184 Westworth ave.; Tel. 415-1. Westworth ave., 15 Market st., or 184 Westworth ave.

SUMMER CAMP WITH THREE rooms and small garden, to let; \$2.00 a week. Address Mrs. C. Carr, Box No. 2, Kenwood, Dracut.

TWO GOOD OFFICES IN THE HARRINGTON building, Centralville, at \$1.00 per month. If desired will be rented for rooming purposes. Apply to D. J. Harrington, Building Manager, 901 Sun Building.

ROOMS TO LET WITH BOARD at Commercial House, 33 Lee st., next to New York Clock & Suit store; electric lights; steam heat; all modern conveniences.

A LARGE OFFICE, 34 BY 14 FEET on the second floor of the Harrington building, 52 Central st., good light and ventilation, for rent, will be partitioned off to suit a desirable tenant. Will be rented at a very reasonable rate. Apply to D. J. Harrington, Building Manager, 901 Sun Building.

DOUBLE HOUSE TO LET ON MT. Washington st. Each tenement has 3 rooms, including large bath and pantry. Open plumbing up and down stairs; set wash trays and hard wood floors; tile bath and back; rent reasonable. Inquire J. P. Curley, 15 Varney st.

TENEMENT OF FIVE ROOMS TO let; good location; 236 Chelmsford st. Apply 181 Howard st.

BAKERY AND TENEMENTS TO let, 163 Merrimack st., and cor. of Fayette st. Apply 181 Howard st.

FURNISHED OR UNFURNISHED rooms to let, in the Highlands. Address 163 Sun Office.

FIVE-ROOM TENEMENT TO LET with bath and pantry, also hot and cold water at 42 Haverly st. Apply Schurz Furniture Co., 215 Middlesex st.

10-ROOM HOUSE TO LET ON ELEV. 4th st. \$25 month. Inquire 88 Elevation st. Tel. 2206.

NEWLY PAINTED AND PAINTED four room tenement to let on North street, very reasonable. Apply to Mr. Quinn at store, 34 North st.

TWO FIVE-ROOM TENEMENTS TO let at 66 and 68 Chambers st.; rent reasonable. Apply to Mr. O'Connell, 74 Chambers st.

8-OR ROOM FLAT TO LET, NEAR station, bath, hot water, set tubs, \$12. 467 School st. Tel. 221-R.

ROOM SUITABLE FOR BARBER shop or business office, to let; on second floor of the Harrington building, 52 Central st.

REAL ESTATE FOR SALE

HOUSE LOT FOR SALE ON LAWRENCE road, in Newwood. Apply J. C. Santos, 8 Molloy's court.

TWO LOTS OF LAND TO SELL IN Pawtucketville, cor. Endicott and Dracut sts., and Fifth ave. Inquire 488 Moody st., Mr. John Laplante.

COTTAGE OF SEVEN ROOMS FOR sale; 41 Cedar st.; three minutes to St. Peter's church; price cut to \$14000. Gorbam st. cottage of six rooms, \$1800; \$600 cash. Near Liberty and Chelmsford sts., two-tenement house; rents \$25 a month; price \$2500. Inquire on Madison st. between 5 and 9 p. m.

HOUSE FOR SALE—COTTAGE 8 rooms; steam heat, bath, hot water, set tubs, cemented cellar; 4351 sq. ft. land. Call 238 White st.

REAL ESTATE FOR SALE ON ALL streets in Centralville, the best part of the city to buy a home. If buying, selling, it will be to your interest to see me. Vance, 88 Third st.

NEAR PARKER AVE., DRACUT, near cars, 7-room cottage, barn, 10,000 sq. feet land, 14 fruit trees, for sale; \$2500. \$500 to \$1000 cash. Vance, 88 Third st., Centralville.

NEAR ST. PETER'S CHURCH, COTTAGE of eight rooms, for sale; hardwood floors; steam heat; bath; open plumbing; \$2200. Inquire 123 Madison st.

SEVEN-ROOM COTTAGE WITH large lot of land for sale, at 28 Manchester st.; two minutes to the car line; good chance to keep home. Call evenings or Saturday afternoons.

8-ROOM HOUSE FOR SALE ON Fletcher st. near No. common; slate roof; furnace heat; open plumbing. Inquire 206 School st. Tel. 2225.

SITUATIONS WANTED

YOUNG MAN HAVING EXPERIENCE wants position driving team; can read and write French and English; also knows the city and suburbs well. Address 827, Sun Office.

HELP WANTED

YOUNG LADY WANTED WITH EXPERIENCE in bookkeeping. Apply at once, at Three Winners Clothing Shop, 181 Central st.

THOUSANDS GOVERNMENT JOBS open to men and women. Big pay. Write immediately for free list. Franklin Institute, Dept. 168 M, Rochester, N. Y.

WOOLLEN WEAVERS WANTED: New Hampshire mill; single looms on cassimere; women or men; good pay. Address 525, Sun Office.

WOMEN WANTED TO MAKE SILK bows at home. Sent any address prepaid. Sample and instructions 10c. Marvina Co., 1180 Park Falls, Minn.

MACHINISTS WANTED—NONE BUT first class workmen; steady; steady work; good salary. National Wrapping Co., N. H.

TWO SMART YOUNG LADIES wanted to collect money donated to the John McManus picnic fund for poor children. Apply John McManus, Howe bldg.

TABLER GIRL WANTED AT THE Weston House, at once; first street above the Merrimack Square theatre.

\$100 WEEKLY PROFIT IN SPAKE time at home. Mail order business; don't worry about capital. Hoyd H. Brown, Omaha, Neb.

SALESMAN WANTED—EXPERIENCE unnecessary, easy work, big pay. Write for large list of openings offering opportunities to earn \$100 to \$500 a month without the use of THE KNIFE. National Salesmen's Training Association, Chicago, New York, Kansas City, San Francisco.

GENTLEMAN WANTED, ABOUT 50, to work in real estate office; steady job; must be a home owner; no investment. References. Write L13, Sun Office.

SALESMAN WANTED TO SELL jewelry, cash or credit; steady job; good salary to the right man. Address L47, Sun Office.

ALL ROUND COOK WANTED AT home; must be temperate. Write O75, Sun Office.

CANDY SALESMEN WANTED EARN \$100 monthly, and all traveling expenses to start. Experience unnecessary. Solicit orders from dealers in your locality and surrounding territory for our high-grade chocolates, bon-bons and all kinds of candies. Write quickly for full particulars and contract. Kase Candy Co., New York, N. Y.

WANTED

AT TALBOT MILLS NORTH BILLERICA Weavers on Woolen Goods.

MONEY TO LOAN

LOANS

Made on short notice without publicity. We give you the money as cheap that you can't afford to owe any one else and at charges that honest people can afford to pay. New methods.

Borrow \$10.00 Pay Back \$11.50
Borrow \$15.00 Pay Back \$16.50
Borrow \$20.00 Pay Back \$22.00
Borrow \$25.00 Pay Back \$27.50
Borrow \$30.00 Pay Back \$33.00
Borrow \$40.00 Pay Back \$44.00
Borrow \$50.00 Pay Back \$55.00

LEGAL RATES OF INTEREST

Credit once established with us is as good as a bank account in time of need. Our rates and plans have proved to be the best because our customers are glad to come again.

MERRIMACK LOAN COMPANY

Room 3, 81 Merrimack street, 17 John street. Hours: 8 a. m. to 6 p. m. Mondays and Saturdays until 5 p. m. Tel. connection. License No. 61.

Equitable Loan Co.

Offices 202 Hildreth Bldg., 45 Merrimack street. License 144. Open Evenings. Tel. 1883

LODGING HOUSE

TO LET Centrally Located AT 312 MARKET ST. Inquire at 310 Market St.

Storage For Furniture

Separate room \$1 per month for regular use. Two rooms for \$2. The dryest and cleanest place for storage in Lowell. Telephone connection. O. F. Frensch, 585 Bridge st.

Two Good Offices

In the HARRINGTON BUILDING, 52 Central St., to let at a very low rental. If desired will be rented for rooming purposes. Apply to D. J. Harrington, Building Manager, 901 Sun Building.

THINK MAN WAS MURDERED

TORRINGTON, Conn., May 6.—The body of William P. Palmer, who ate an egg sandwich believed to be poisoned and died last September, will be exhumed under orders of Coroner Samuel A. Hermann.

Evidence that Palmer was murdered is believed to be in the possession of State Attorney Donald T. Warner, who has been investigating Palmer's death since the declaration of a brother-in-law of the dead man, Harry M. Decker of Utica, that he had been murdered.

INTERNATIONAL POPS

NEW YORK, May 6.—The scene of polo activities preparatory to the international challenge cup matches next month were shifted today from Lake-

FOR SALE

SQUARE PIANO FOR SALE; GOOD condition, suitable for camp or private family; a bargain. Call or write, 65 Wilson st., North Billerica.

GOOD YOUNG HORSE FOR SALE; for ordinary labor. Apply 181 Howard st.

17-ROOM LODGING HOUSE FOR sale in the centre of the business district; rooms always full; no reasonable price refused; owner leaving city. Address L62, Sun Office.

GARDEN LOAN, SAND AND GRAY, el. Amasa A. Brown, 73 Inland st., Lowell, Mass.

LOST AND FOUND

MITK ORDER BOOK LOST: IN Greek writing. Reward at J. J. Sullivan's, Tailor, Sun Bldg.

ENVELOPE LOST CONTAINING gold bracelet, set with turquoise, either from Lawrence st. car, or in Merrimack sq. Reward at Pelletier's, 443 Merrimack st.

BROWN IRISH TERRIER, MALE pup lost; collar with owner's name and address number, when last seen. Reward for return at 596 Gorham st.

WANTED

OLD RANGES WANTED TO BUY at once. High prices offered for the good ones. Let us know today. Sarris Bros., 311 Market st.

MISCELLANEOUS

NOTICE

Garden loam, manure, sand, gravel, crushed stone and old brick for sale, John Brady, 155 Church street, Tel. 975-W.

NOW IS THE TIME

To begin to look up your needs for the garden and farm. As I grow everything in the way of trees, shrubs and reliable seeds, call or write to

McMANMON'S

Nurseries, Dracut. Store, 6 Prescott St. We Will Paper Your Rooms for \$2.00 and Up And furnish the wall paper. Dealer in wall paper at very lowest prices, also paperhanging, whitewashing and painting. Estimates given on large or small jobs. All work guaranteed.

MAX GOLDSTEIN 155 Chelmsford st. Tel. 2807

COUGHLIN'S SHOE REPAIRING

IS THE BEST One Trial Will Convince 123 PAIGE STREET Opposite Merrimack Sq. Theatre

PROF. EHRLICH'S "606" SALVARSAN

Administered in the veins at Dr. Tappan's Lowell office, you LOSE OF TIME from business. NO PAIN. Lues, malaria, locomotor ataxia and various forms of skin diseases arising from blood poison. This solves the problem of the centuries and aids the world of the worst SCOURGE that the human race has known. RESULTS IMMEDIATE. Wasserman blood tests made. Also treats cancers, tumors, all acute and chronic blood and nervous diseases of men and women, hydrocele, varicocele, stricture, prostatic diseases, piles, fistula, haemorrhoids, ulcers and rectal diseases. WITHOUT THE USE OF THE KNIFE. Diseases of the eye, ear, nose, throat, skin, stomach, liver, kidneys, bladder, bowels and rectum, epilepsy, and all nervous diseases. Terms always made to suit the convenience of anyone applying for treatment and very reasonable charges. Do not treat elsewhere until you have investigated methods and terms. Lowell office, 97 Central street, Mansur block. One lot free to 2 to 4 and 7 to 8. Sunday, 10 to 12. Consultation, Examination, Advice FREE

LIVE CHICKENS

Will Make Early Layers if Raised on the Perfect Chick Feed and Growing Feed

Cover's Poultry Supply Store 150 Middle Street Lowell, Mass. Phone 4000, 4001

GET THE LATEST FICTION

At Miss Dayton's Circulating Library, Broadway, Cor. Phillips St. Tel. 8624.

Bright, Sears & Co. WYMAN'S EXCHANGE Bankers and Brokers SECOND FLOOR E. F. GILLIGAN & CO. Painting, Paper Hanging, Interior Decorating of all kinds. Estimates given. 130 BOWERS ST. TEL. 3334-W.

MARY J. COONEY

Public Stenographer and Typist CENTRAL BLOCK Room 99 Telephone

A. J. DEWEY Painter, paperhanger. All work guaranteed and guaranteed wearing apparel. 105 LIBERTY ST. TEL. 3715

W. A. LEW Steam dyeing and cleaning of ladies' and gents' wearing apparel. 30 years in the business. 49 JOHN STREET

FREE

Rearrange numbers in each row so total of each will be 15. To the two nearest correct answers will be given one lot free at Somersetville, N. J. Contest closes May 17. James City Co., 2905 Woburn ave., New York City.

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AUTOMOBILE DIRECTORY

Abandon the idea that you can't

LOWELL'S GREATEST NEWSPAPER

THE LOWELL SUN LOWELL MASS.

LOWELL'S GREATEST NEWSPAPER

STORY OF A LIVE LOWELL NEWSPAPER

Remarkable Rise and
Steady Progress of
The Lowell Sun

In a Field Over Supplied
With Inferior Daily
and Weekly Papers

It Gives a Striking Illus-
tration of the Survival
of the Fittest

Innovations Started by
The Sun Were Appreci-
ated by the Public

A little more than thirty-five years ago the Lowell Sun started as a weekly newspaper and its success from the beginning is a matter of local history. The reception accorded The Sun was most flattering and its growth was not only continual but, considering the limitations of journalism in those days, it might be termed almost phenomenal. The circulation of the paper increased year after year and as a consequence the plant was gradually improved from time to time to meet the requirements.

Before the weekly was three years old a second press with automatic folding attachment was installed and in those days it was considered a mechanical wonder.

The need of a daily edition of The Sun became very pressing and on September 1, 1892, the publisher of the paper, yielding to the irresistible demands of the public, launched into the daily field and The Sun's reception as a daily was such as to put all previous records of journalism in this part of the state completely in the shade.

The press room equipment of the daily proved totally inadequate to meet the demands of the public and within three months the publisher was obliged to install a stereotype web perfecting press, which although a first class machine of great capacity, soon proved too slow to keep up with the increasing circulation of the paper.

At that time there were about eight daily newspapers in Lowell. The popularity of The Sun was so pronounced that one rival after another

GAVE UP THE CONTEST

and fell by the wayside with the exception of two local afternoon dailies which were consolidated into one morning newspaper, the Courier-Citizen. And still the demand for The Sun increased and the proprietor was at his wit's end to provide means of getting out the papers in sufficient numbers and at a rate of speed necessary to meet the growing popularity of The Sun. A larger press was needed, more linotypes had to be installed, but in order to do this it was necessary to remodel the building in which the newspaper was then published.

In the spring of 1902 the old building was remodeled, extra machines were installed in the composing room, a modern stereotype plant was put into operation and the basement reconstructed to receive what at that time was the largest and most rapid newspaper press in New England north of Boston.

On September, 26, 1902, The Sun started its three-deck, 24-page web perfecting press, built expressly for its use by the famous firm of R. Hoe & Co. of New York and London. This press was capable of printing 24,000 papers of from four to twelve pages per hour and 12,000 16, 20 or 24-page

papers per hour. This, we felt confident, would be plant enough to meet the demands of Lowell and its suburbs for a generation. But the city was growing. It gradually approached the 100,000 mark and then passed it. Meanwhile the facilities for obtaining and distributing the news of the world were gradually improving and every device for rapid work that came into the market was immediately adopted by The Sun until this newspaper became noted as the high speed afternoon paper of New England. In fact it has been conceded not only in this section

but in metropolitan centers that the speed records made in The Sun office for getting out extra editions after the occurrence of important events have never been beaten anywhere. All this, of course, met with public appreciation, increased sales and increased advertising patronage until The Sun earned undisputed claim to the title of "Lowell's Greatest Newspaper."

But every enterprise has a goal as every man, worthy of the name, has an ambition. The ambition of the proprietor of The Sun was that his newspaper should have a modern

home of its own and a plant that would not be surpassed in excellence and efficiency by any newspaper plant of its size in the country, and we are proud to say that this ambition has been realized.

After nearly two years of study and planning it was decided to erect a building that would be worthy of the paper and to install a plant that would put The Sun practically beyond comparison. The services of Mr. C. H. Blackall, the eminent architect of Boston, were secured and he was commissioned to draw plans and prepare

specifications for a ten-story newspaper and office building to be erected on the site of the old Sun building. And his special instructions were to make it absolutely fireproof, of imposing and artistic design, and a structure that would not only be a credit to the newspaper and its owner but would be

THE PRIDE OF THE CITY. Anyone who has seen The Sun building will agree without hesitation that Mr. Blackall has not only fulfilled his commission but has distinguished himself in producing one of the most

beautiful structures of its size in America. This may seem an exaggeration and perhaps too much to say for a building in a city the size of Lowell, but it is nevertheless a fact; and on the word of the architect and builders it may be said that there is no part of The Sun building that could be better constructed or more richly embellished within reasonable and practical limitations than is the beautiful structure in which Lowell's greatest newspaper is now at home.

The old plant was removed to temporary quarters and the work of de-

THE SUN IS NOW IN ITS NEW HOME

And is Equipped to Get
Out Even a Better
Paper Than Ever

Has One of the Most
Modern Newspaper
Plants in the Country

Its New Home Conced-
ed to Be a Model of
Beauty and Utility

Lowell's Finest Building
for Lowell's Greatest
Newspaper

molishing the old structure commenced April 1, 1912. So well had things been planned that the structure was completed sufficiently to permit the occupancy of the ground floor and the entire newspaper quarters the latter part of December following. On moving to its new home The Sun promised its readers to give a detailed description of the building and the newspaper plant as early as practicable but the vast work of organizing under new conditions occupied considerable time and business conditions were not favorable for a souvenir edition until the present date.

The accompanying illustration gives a very fair idea of the beauty of the new Sun building. The construction throughout is of steel and reinforced concrete, the facing is of vitrified brick of a light cream color with granite and marble trimmings. The floors are entirely of reinforced concrete, no wood being used in any part of the building except for the casings and doors above the first story. The entire ground floor as well as the corridors on every floor are tiled. The floors of the offices are covered with linoleum cemented on a concrete base. The base boards and partitions are of terra cotta, reinforced concrete and pyrobar. The corridor bases are of marble. The main corridor is finished

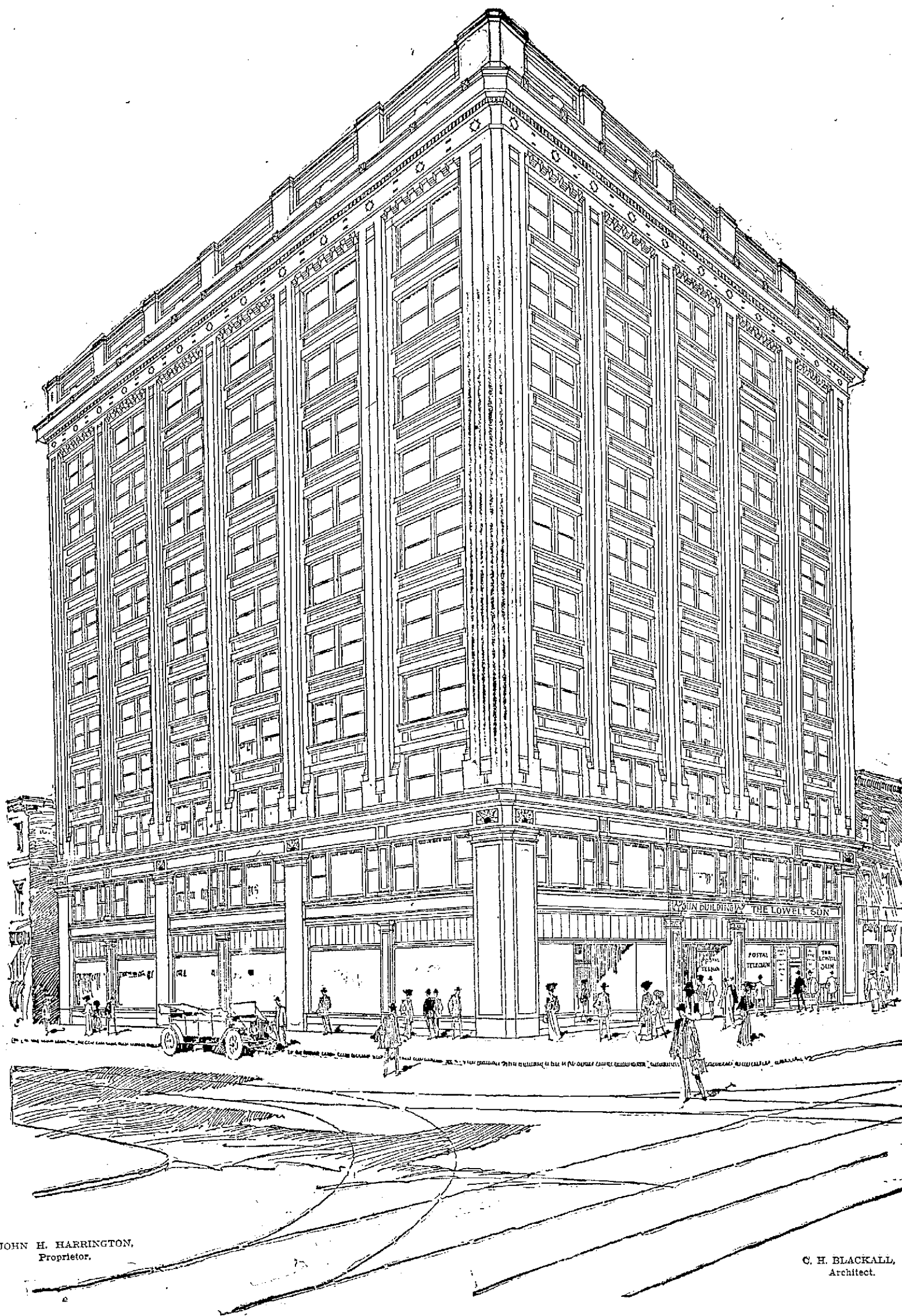
IN ITALIAN MARBLES

of various designs, the plaster being built of Brescia onyx marble, all richly moulded and worked out with great artistic beauty. The stairways are of steel with marble treads, the roof is laid with terra cotta tiles bedded in asphalt on reinforced concrete; all the housings on the roof are of metal and the parapet is lined throughout with heavy copper. There is practically nothing in the entire structure to burn.

Two modern high speed Otis electric elevators are installed for passenger service and to those who have had some experience with elevators in other buildings those installed in The Sun building are not only a revelation but as one critic put it, "they work as smooth as airships." The latest type of flashlight synchronizing signals from every floor add to the efficiency and utility of the elevators and the service is continuous night and day, Sundays and holidays, so that it is possible for a tenant to get to his office at any time he chooses.

The building is equipped throughout with the latest system of vacuum cleaning, no brooms or brushes for cleaning the offices being used. A night force is engaged to clean the offices, to take the dust and refuse out through the vacuum tubes and not by the old method of taking part of it out and leaving the remainder to settle about the rooms.

The building is heated by the Warren Webster automatic modulation system, which is noiseless, efficient



JOHN H. HARRINGTON,
Proprietor.

DANIEL J. HARRINGTON,
Building Manager.

C. H. BLACKALL,
Architect.

BUILDING
ABSOLUTELY FIREPROOF

THE NEW SUN BUILDING

MERRIMACK SQUARE

LOWELL, MASS.

An Honest Newspaper is a Tower of Strength in the Community

and satisfactory in every way. The plumbing is not only the best ever installed in the city but there are few buildings in the country that have such complete and sanitary plumbing equipment as has the Sun building. All the toilets, including the closets, wash bowls, etc., were made expressly for the building. There are no tanks, chains, pulls or feed pipes in any of the toilet rooms. Everything is operated on the new vacuum ventilating system which renders it impossible to discover the slightest odor in any toilet room from the top to the bottom of the building.

The columns on the first and second stories of the exterior are inlaid with verd-antique Italian marble which adds materially to the

BEAUTY OF THE DESIGN

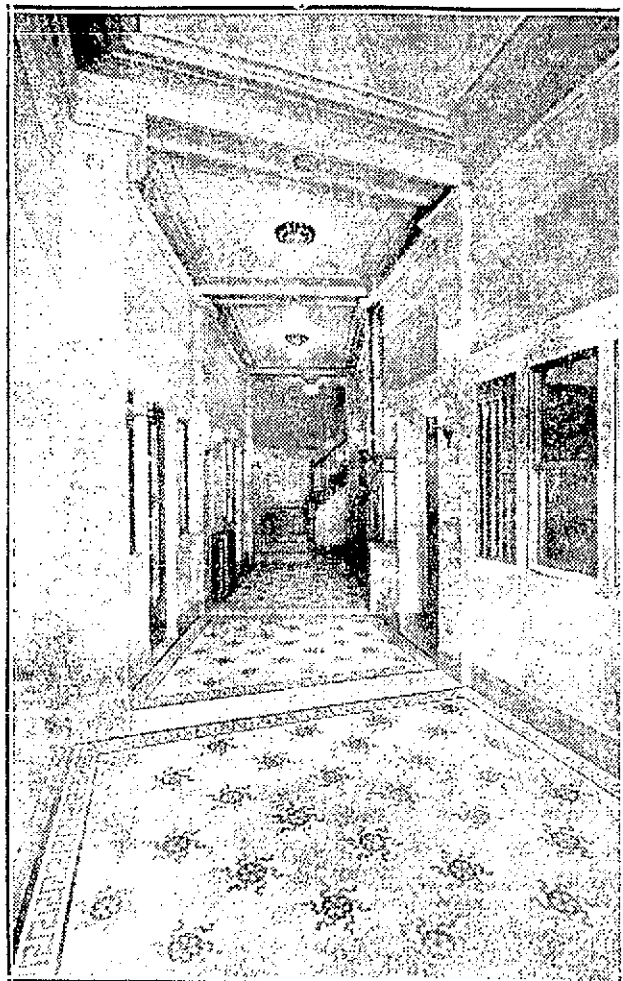
of the structure. The sidewalks fitted with luxfer prisms are set in carborundum, the first of the kind to be installed in the city and the only lens sidewalk that will prevent slipping.

The design of the interior of the building is such that every office is located within five seconds' walk to the elevators. Each office is an outside office, permitting light and air to enter directly without the interference of air shafts or dark areas. The building is equipped with a complete fire escape system and all the windows on the exposed sides of the building are of metal sash and frames with wired glass.

The building is equipped with the latest type of automatic fire sprinklers, adjusted to extinguish an incipient blaze in the interior before it can make any headway. When in operation the system gives an alarm on the outside of the building by ringing a large bell placed near two steamer connections to which fire hose can be attached to supplement the pressure from two large mains laid by the water department expressly for the protection of this building in case of fire.

The lighting of the offices is exclusively electrical. Each office is equipped with electric plugs at frequent intervals to which may be attached desk lights, fans, sterilizers, water heaters, etc.

All the doors in the building are fitted with check springs rendering the corridors practically noiseless, and the system of distributing cool air for ventilation or warm air for heating is as near perfection as the resources



MAIN CORRIDOR OF SUN BUILDING

of modern architecture can make them.

The quarters provided for the newspaper plant were designed for utility and convenience and in the case of the public counting-room the artistic effects were given much consideration. A view of the counting-room is given on this page and we need hardly say that no newspaper in the country has more inviting, convenient or beautiful

quarters than one will find on entering the Sun office.

The entrance is on a level with the sidewalk and on either side as one enters are the public desks for writing advertisements, consulting the files, etc. The main counter, which is something of a novelty in this section, appears to be covered with white marble, but in reality it is heavy Novus glass. This, although more

expensive than marble, is more suitable for the purpose inasmuch as ink stains never mar it. All the inside drawers, files and compartments are made of steel. The desks for the different department clerks are located at a convenient distance and each one is equipped with a telephone which through the private office switchboard is instantly connected with every department in the building as well as with the outside telephone service. Plugs for fans, desk lights, etc., are located above each desk, and the general artistic effect is such as to elicit universal approval. On the ceiling of the Sun office, as well as the main corridor, are numerous

ELECTRIC DOME LIGHTS

made expressly for the building, which throw a diffused illumination throughout the room practically free from shadows.

The manager's office is in the rear of the main counting-room conveniently located so as to be in touch with all the office clerks as well as with the different departments by telephone. At the main counter is an automatic lift for cuts, stereotype plates, etc., which runs swiftly and noiselessly to the advertising department. Nearby are tubes of the Lamson system which convey copy to the editorial desks, the bulletin room and all other places where messages or copy are to be transmitted. There is no noise in connection with the operation of these elevators or tubes as the mechanism for driving them is located on the roof in a metal pent house. It should here be stated that all the mechanism for the driving of passenger elevators and all carrying devices in the building are also located in this pent house, so that there is neither noise nor odors, nor any possibility of danger in connection with any hoisting apparatus in the building.

A device which has attracted considerable attention and which is the first of the kind ever built is the system of bulletins. This apparatus was originated by the proprietor of the paper and built under his direction by the Lamson Co. By this means the bulletins are dropped into the basement, where they are lettered and are then automatically elevated to a conspicuous space on either side of the entrance of the Sun office so that they may be easily read from the sidewalk. They run between lights of

plate glass on either side so that they are practically free from interference within, and from rain or other sources of destruction on the outside. This avoids the old fashioned and cumbersome method of carrying the bulletin boards through doors and corridors to be hung on the outside of the building. The bulletins are illuminated by electric lights and can be read at quite a distance after dark.

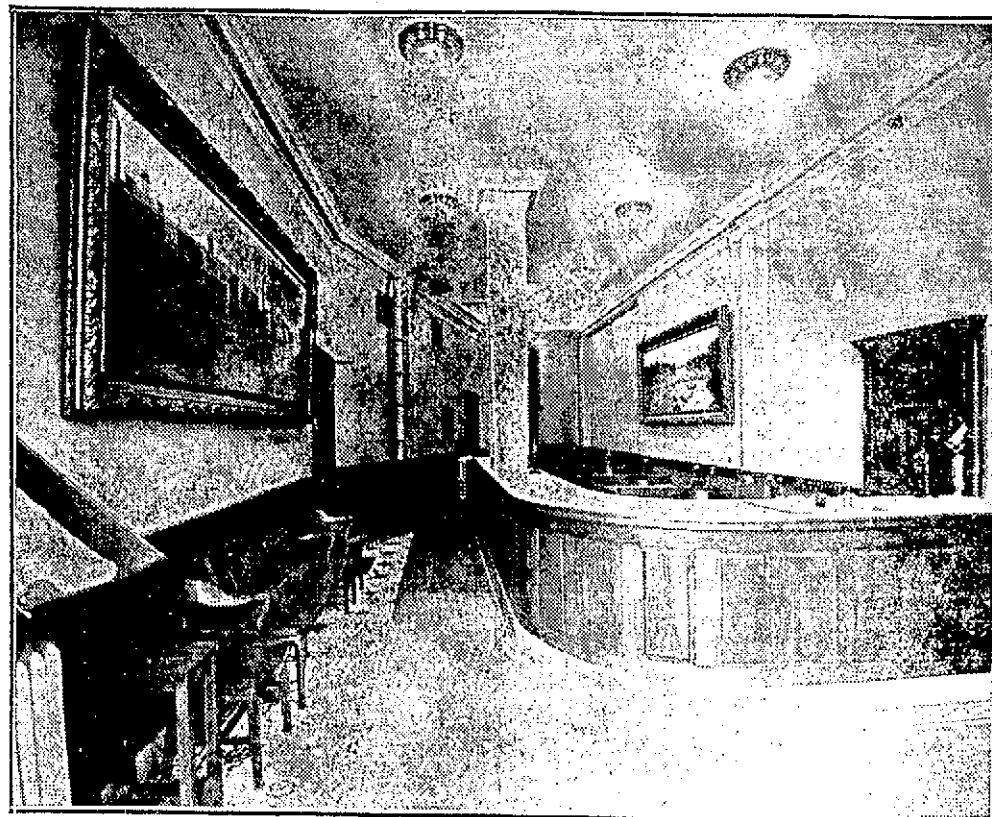
BEAUTIFUL PAINTINGS

In the Sun office are hung two made expressly for the owner by the distinguished artist, John I. Coggeshall, who spent nearly a year on the work. They represent the cause and effect of the textile industry in Low-

ell. The "cause" is very properly represented by the source of our water power, the beautiful Lawtucket Falls, which are shown in all their glory, and at a season of the year when the banks of the Merrimack are rich with foliage and verdure. The "effect" of this great water power is the great textile industry for which Lowell is famous throughout the civilized world, and Mr. Coggeshall's painting of the mills on the Merrimack, taken from Central bridge, is probably one of the finest productions of the kind that ever came from the brush of any American artist. On another page reproductions of both these paintings are shown. They are the

object of a great deal of admiration and comment and visitors to the city and to the Sun office are thus enabled to get some idea of the character of our great industries, who otherwise would leave the city without having a proper idea of its world famed water power and textile mills.

The press room, which is located in the basement of the building, and extending under the sidewalks on Merrimack and Prescott streets, is a model of convenience and fire proof construction. The firm of R. Hoe & Co., who built the press, exercised great ingenuity, working in connection with the architect to place all the underground motors and other mechan-



BUSINESS OFFICE OF THE SUN

THE R. H. HOWES CONSTRUCTION CO.

Engineers and Building
Contractors

105 West 40th Street, New York



R. H. HOWES,
President.

The Company that Built
the Beautiful Lowell
Sun Building

Estimates and Advice on Building
Construction Cheerfully
Submitted

A Responsible Corporation With
a Corps of Competent
Engineers

THE FOLLOWING ARE SOME OF THE BUILDINGS ERECTED BY THIS COMPANY

THE SUN BUILDING Lowell, Mass.
John H. Harrington, Owner
PAGE BUILDING Lowell, Mass.
J. L. Chaffoux Est., Owner
POST OFFICE BUILDING Keene, N. H.
AMOSKEAG BANK BUILDING Manchester, N. H.
FIRST NATIONAL BANK BUILDING Oswego, N. Y.
ST. GEORGE'S CHURCH Scabright, N. J.
TECHNOLOGY CLUB BUILDING New York City
DEY BROS. & CO. DEPT. STORE BLDG. Syracuse, N. Y.

OFFICE AND STORE BUILDING Bellows Falls, Vt.
J. F. McLenahan, Owner
WEED CHAIN TIRE GRIP CO. FACTORY Bridgeport, Conn.
HOME SOAP MFG. CO., FACTORY PLANT Home, N. Y.
YALE LAUNDRY CO. FACTORY Syracuse, N. Y.
NEW PROCESS GEAR CORP. FACTORY Syracuse, N. Y.
A. G. SPALDING BROS. FACTORY New York
CORNELIUS VANDERBILT MEMORIAL BLDG. Newport, R. I.

RESIDENCE Mendham, N. J.
Mrs. P. B. Wyckoff, Owner
RESIDENCE Brookville, L. I.
Julian A. Ripley, Owner
RESIDENCE Bernardsville, N. J.
Mrs. C. B. Alexander, Owner
RESIDENCE Utica, N. Y.
F. T. Proster, Owner
RESIDENCE Locust Valley, L. I.
A. W. Burchard, Owner
RESIDENCE Locust Valley, L. I.
G. E. Fahy, Owner



GEORGE B. MORECROFT,
Second Vice President.

AND MANY OTHER FINE PUBLIC BUILDINGS AND PRIVATE RESIDENCES



HERBERT W. GODDARD,
First Vice President.

The Freedom of the Press Should Never Be Abridged

am so that they would not in any way interfere with the piers which support the structure and which at the same time would be accessible and easy of operation. The mammoth sextuple lightning press is set upon a water-proof concrete pit which runs down to bed rock and although the press is a monster requiring tremendous power there is practically no vibration when it is running at full speed. A complete description of this press is given on another page.

The arrangement of the delivery room, store room for paper, etc., is thoroughly up to date. The plates from the stereotype room are received within three feet of the press cylinders to which they are locked, this arrangement not only being a convenience but a great time saver particularly when "hurry up" extra editions are being issued.

On this basement floor, which is 14 feet in the clear, are hung

AUTOMATIC SPRINKLERS

which operate in case of fire in every compartment of the basement. The boiler room, toilet rooms, locker rooms, etc., are constructed in a thorough, convenient and fire-proof manner and the ventilation of the basement is so perfect and the heating system so efficient that winter or summer, in heat or in cold, the temperature does not vary one degree. The Luxur prisms in the sidewalk lights are sufficient to render the basement as bright as daylight, the electric lights being needed only to get at the interior parts of the press during operation.

The layout of the editorial, composing and stereotype rooms on the tenth floor is ideal in every respect. The reporters have a very cosy wing of the top floor, from which they get a good view of the city without leaving their desks. Each desk is equipped with a telephone communicating with all the departments in the building and with the outside telephone service. The latest equipment for the transmission of copy, electros, etc., is installed so that all unnecessary steps are avoided and the process of collecting, preparing and sending the news to the editor in charge is rapid and easy of operation.

The managing editor is located at a point where he can have complete oversight of every part of the editorial room. The telegraph operator, who covers the Associated Press service, has a well equipped apartment and

can transmit his copy to the proper desk without leaving his seat. The city editor's desk, to which all the tubes and carrier systems run, is in close proximity to the copy hook of the composing room and he also has facilities for receiving copy, messages, etc., from the office and sending bulletins to the bulletin room without leaving his seat. The top portions of these partitions are glazed so that while they are practically sound proof they are in full view of the occupants of every other compartment. The heating, ventilation and lighting system in the editorial room is of the very latest and most effective type.

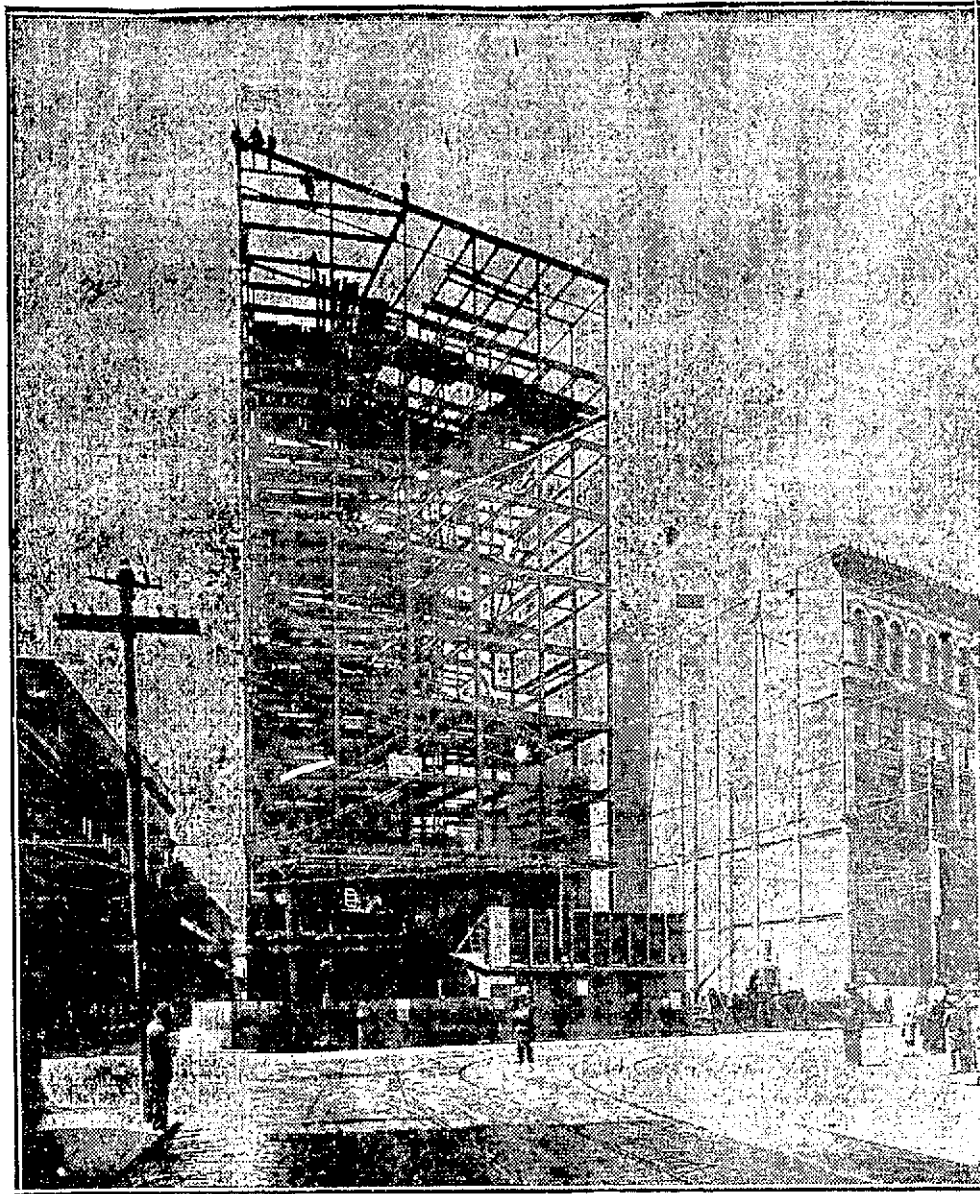
The composing room is a model of compactness and convenience. It is so arranged that the copy never takes a backward movement but starts at one end, is set, sent to the proof-room, made up in the forms and sent to the stereotypers in one continuous movement in the same direction. The foreman's desk in the composing room is so located that he has a complete view of all the workmen and apparatus under his charge. The system of

SIGNAL LIGHTS

connecting him with the press room by which the foreman signals for the starting or stopping of the press for corrections, etc., avoids the necessity of waiting for telephonic communication. These signals are instantaneous, and he can order the press started or stopped in one-quarter the time that would be necessary to do it by telephone. The half-tone views of the composing room and make-up room, etc., on another page give a very good idea of how nicely these arrangements have been carried out.

The stereotype room is on the same floor with the composing room. Here the forms are received, matrices are molded and the curved plates cast and sent by a double elevator service directly to the press room. This avoids the necessity of raising or lowering the type forms as is done in many newspaper plants, and it also increases the speed with which editions can be put to press. The ventilation in the stereotype room is practically perfect, that is to say it is possible to throw open the swinging windows on the sides and in the roof so that the

outdoors. It is unquestionably one of the coolest and best ventilated stereotype rooms in the country, and the machinery for casting and finishing the curved and other plates for the



VIEW OF THE SUN BUILDING IN PROCESS OF CONSTRUCTION

Showing the steel work completed and the erector's flag floating triumphantly 11 weeks after breaking ground and only five weeks after the steel work was started.

forms is of the latest and most approved pattern. All of this machinery was built by the famous company that constructed the press.

On the whole we have no hesitation in saying that The Sun not only has the best, the most extensive and most

RAPID NEWSPAPER PLANT

in the city in every department but it has one of the best equipments of any newspaper of its size in the country. Indeed it is not equalled in any particular in New England north of Boston.

We are always glad to receive visitors and to show them about the premises, explain the intricacies and wonders of getting out a modern newspaper, providing of course they come at a time when the force is not rushed and when proper courtesies and attention can be extended to them without interfering with the work of getting out the paper.

From the roof of the building a fine view of the city can be obtained and visitors are welcome to call at the Sun office and will be shown to the roof on fair days in the forenoon only. During the afternoon on account of the rush in getting to press it is almost impossible to give them the attention and courtesy which we desire to extend to our friends and visitors.

On another page will be found a description of the new press, together with illustrations and other matter concerning the equipment of the newspaper plant.

THE CONTRACTORS

After securing a good architect the most important consideration for one who intends to construct a valuable building is to make sure of getting competent and responsible contractors, men who are able to do the work, do it properly, do it on time and have sufficient responsibility, to make good any loss on account of failure to carry out their contract. It was very fortunate for the proprietor of The Sun that the R. H. Howes Construction Co. of New York was the lowest bidder. A contract was made with this concern, which the architect assured the owner was iron clad in every particular, binding the company to do the work according to specifications, to submit all building material to the architect's experts for inspection and to pay a heavy forfeiture for failure to complete the building within the specified time.

We are pleased to say that the R. H.

Howes Construction Co. not only fulfilled all its obligations but did even more. It actually surpassed its former efforts and gave complete satisfaction in every particular to the owner and his architect.

The operations of this company were certainly an eye-opener to the people of Lowell. The way the men tackled the old building and demolished it within the short space of two weeks; the rapid manner in which the excavation was carried on and the astonishing growth of the building from the foundation upward was the main topic of conversation in this city during the process of construction.

Photographs were taken of the building from time to time and one who follows the illustrations on another page can see at a glance what phenomenal speed was made in the construction of this building. What is more, when the building was completed a rigid inspection of every department was made by the architect and his assistants and before final settlement was made everything was found to be in accordance with the specifications and in many instances a great deal better. As stated elsewhere, the material and the workmanship are so perfect throughout that experts are unable to state wherein they could be improved upon. On page two of this section in the advertisement of the company appear half-tones of the president and the first and second vice-presidents of the R. H. Howes Construction Co.

Mr. Howes is a New Hampshire boy, having been born in the city of Keene in that state. He is a graduate of the Institute of Technology and has held many positions of responsibility with big construction concerns before organizing the company of which he is the head. He is a prominent club man in the city of New York, being quite conspicuous in the membership of the St. Nicholas club and Natural Arts club, while he retains his connection with the Massachusetts Institute of Technology by remaining on the roll of its club membership. He made frequent visits to Lowell during the construction of the building and although he had excellent assistants on the ground he was at all times the man behind the job.

The superintendent in charge of the work who remained on the ground from the beginning to the end was Mr. George B. Morecroft, who is second vice-president of the company and who made a host of friends among the

L. H. JOSSELYN,
Pres.

G. M. KENT,
Treas. and Mgr.

DERRYFIELD CO.

MANCHESTER, N. H.

HIGH GRADE WOOD FINISH

BEST OF SERVICE
MATERIAL
WORKMANSHIP

Sun Building, Lowell, Mass.—Material Furnished by Us.

ALL EXTERIOR AND INTERIOR WOOD FINISH OF EVERY DESCRIPTION, ALSO
GLASS AND GLAZING

The Lowell Sun Building

Is heated by the WEBSTER MODULATION SYSTEM OF STEAM HEATING, each radiator having a Webster Modulation Supply Valve and a Webster Syphon Trap.

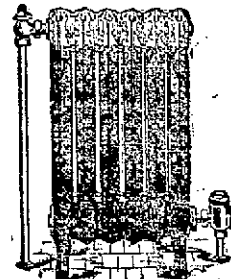
NO NOISE
NO AIR VALVES

NO OVER-HEATING
NO WASTE

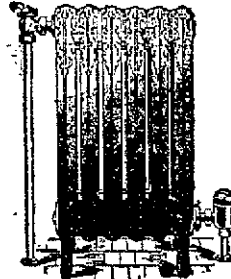
Just the right amount of heat secured when you want it by a mere turn of the Modulation Valve at top of radiator.

WEBSTER HEATING SYSTEMS are used in all kinds of buildings.

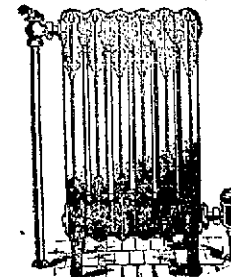
EFFECT OF MODULATION VALVE ON STEAM SUPPLY IN RADIATOR



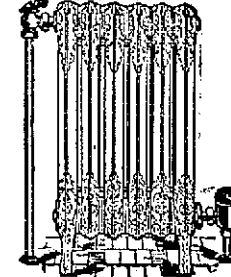
Showing steam in radiator when Modulation Valve is opened to point 1.



Showing steam in radiator when Modulation Valve is opened to point 2.



Showing steam in radiator when Modulation Valve is opened to point 3.



Showing steam in radiator when Modulation Valve is wide open.

WARREN WEBSTER & CO.

CAMDEN, N. J.

Established 1888.

Offices in Principal Cities.

BOSTON OFFICE, 24 MILK STREET.

Where You Find a Free Press You Will Find a Free People

local building trades and business men during his stay in Lowell. Although born in England Mr. Morecroft spent his early days in Syracuse, N. Y., where he was educated, and after qualifying as an engineer and serving as superintendent for different companies he finally cast his lot with the R. H. Howes Construction Co. and has been the principal superintendent in all their operations since the company was formed.

The first vice-president of the company is a Lowell boy, Mr. Herbert W. Goddard, and his connection with the company was of great interest to the people of his native city, who watched the progress of the building with increasing admiration. Mr. Goddard is the son of the late Charles R. Goddard, formerly paymaster of the Lawrence company, and is a graduate of our schools and also of the Massachusetts Institute of Technology, from which he received his degree in 1911. He has held various positions of importance such as consulting engineer, manufacturing engineer and superintendent of construction of some of the most important buildings erected in this country. He became identified with the Howes Construction Co. in 1909 and has been a tower of strength to the organization on account of his ability and untiring energy. Mr. Goddard is an associate member of the American Society of Civil Engineers and also a member of several New York clubs. His home is in New York but he never forgets the city of his birth and as one of the main forces in developing and carrying out the construction of The Sun building he will not be forgotten in his native city as long as that beautiful structure stands as a reminder of an achievement in which a Lowell boy took a very prominent part.

THE SUN-CONTRACTORS

While the Howes Co. carried the responsibility of the entire building, much of the work was sub-contracted and in this respect the different firms who were entrusted with their respective branches distinguished themselves in a notable manner. The steam heating plant which is of the famous Warren Webster system, was installed by Charles J. Costello & Co., who also installed the boiler and all the connections. It is due then to say that the installation represents one of the finest heating jobs installed in New England and it is superfluous to say anything laudatory of the Warren Webster system, which everyone knows is the most perfect system of low pressure heating yet invented.

J. Costello & Co. did the plumbing work and if there is any way of doing a better job of plumbing than that in the Sun building, neither they nor the architect nor anyone else who has yet been heard from is able to point it out. The Sun building is one of the few office buildings in this country which uses no descriptors in its toilet rooms as the system of plumbing has rendered such expedients wholly unnecessary. Messrs. Costello & Co. designed all the plumbing fixtures, which were built expressly for the Sun building under Mr. Costello's direction and installed in a manner that is a credit to this old, responsible and reputable plumbing firm.

The drainage and ventilation system is the same as that which has been adopted and approved by the United States government and known as the vacuum ventilation system, the only

one of its kind in any building in this city. All the supply pipes and fittings and the entire plumbing jobs are of brass, no lead pipe being used. There is a double pipe service for the five systems, one taking in through Merrimack street and the other from Prescott street, with automatic check valves which if the water was shut off on one service would close that particular main and leave the other in working condition so that it is difficult to conceive of a condition wherein the Sun building would not have water pressure for fire and other purposes.

The drainage system from the roof is novel and an entirely new pattern. The wash bowls are of a new design dispensing entirely with the rubber stopper and chains, the plug being worked by a plunger and lever.

The flushing system in the toilet rooms is entirely new and operates regardless of tanks, bulbs, or chains. The hot water system is of the latest pattern and is constructed that hot water is obtained instantly on any floor, the heating being automatically regulated by thermostats on the hot water heater in the basement.

Dwyer & Co. did the painting and good judges say that the work done on the Sun building, both interior and exterior, has never been surpassed in Lowell.

All the wood finish, including the doors, moldings, casings, frames and sashes, were made by the Dorseyfield Co. of Manchester, N. H., and the architect and owner have agreed that the job is one that they may well feel proud of. The office doors throughout are of the compound sound proof pattern. The oak is beautifully finished and has kept its position remarkably well considering changes in our New England climate.

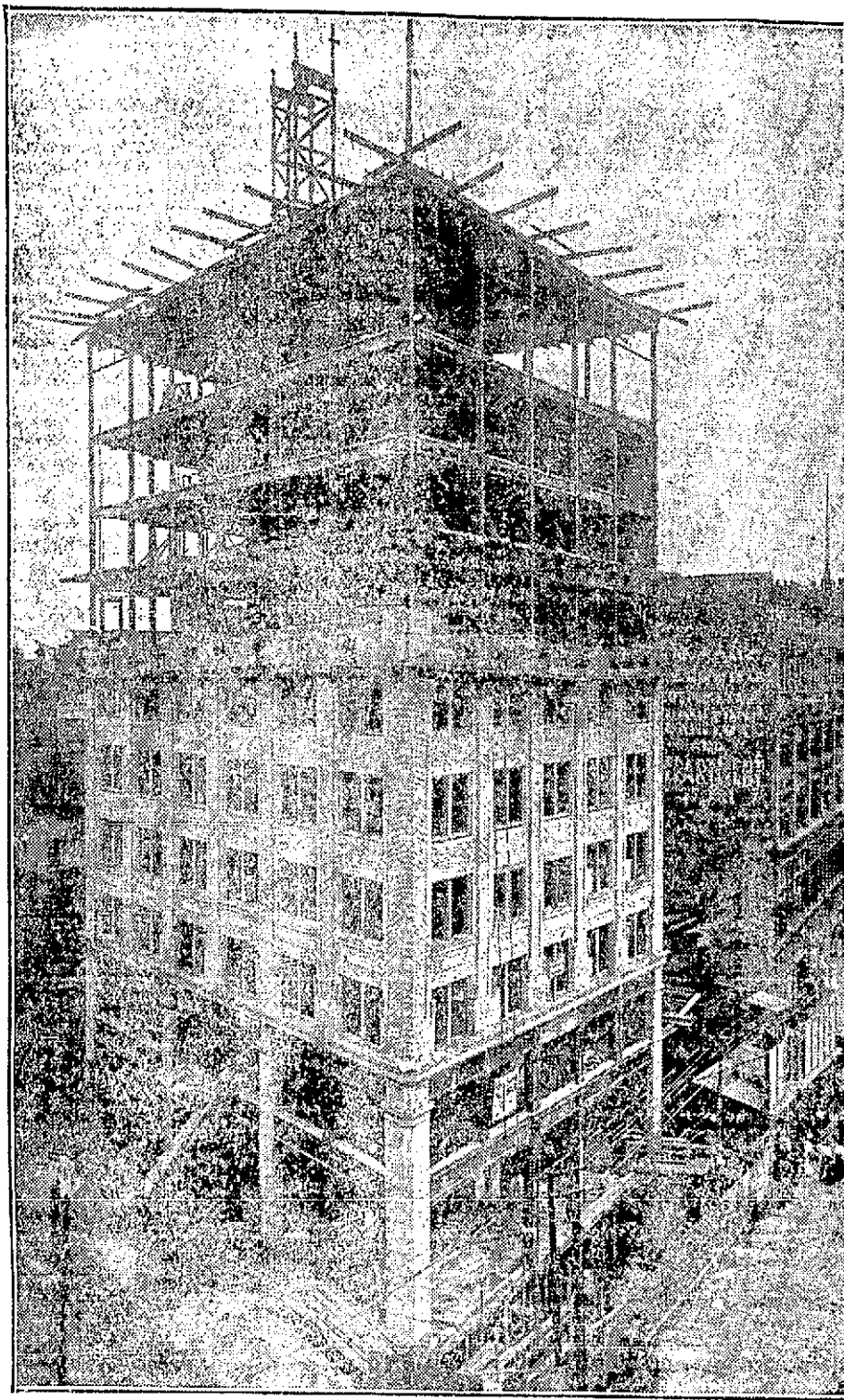
Aside from the hardware furnished by the contractor, the most important piece of equipment was furnished by Burdett & Dow of this city. This included the greater part of the office hardware, the matchless Corbin springs for the doors and other modern equipment throughout the building and in the newspaper plant. All the chain falls and trolley hoists going with the lifting and transferring of paper rolls, etc., were furnished by this enterprising firm and have given the utmost satisfaction.

Dulben & Sullivan of Boston furnished the beautiful face brick which still remains unrivalled in our city. Being vitrified and impervious to water, this brick keeps itself clean and is a source of pride to everyone who notices the beautiful and perpetually clean appearance of the exterior of the building. Mr. Daniel T. Sullivan of this city is a partner in this concern and besides his share in the brick contract he furnished from his local yard all the Portland cement for the entire construction.

The passenger elevators, as mentioned elsewhere, were installed by the Otis Elevator Co. and they are models of speed, noiseless and smooth running machines. Many visitors from different parts of the country have come to inspect them in operation as being the very latest and best electrical designs.

The Lamson Co. built and installed the entire carrier and tube system and the plate drops, copy carriers, and automatic bulletins used in the newspaper plant.

It was something of an innovation when Adams & Co. laid the first linoleum in this city on the concrete office floors. This covering was made to our special order and was composed on the floor by men who know their business. It stays in place regardless of the onslaught of the washwoman and seems to defy the soft soap and cleaning powders and the water with which it is deluged. This firm has the secret that makes the linoleum stick to the floor until it has worn off. Adams &



THE SUN BUILDING IN PROCESS OF CONSTRUCTION AUG. 19, 1912
Showing the brick and masonry work more than half completed, four and a half months after breaking ground.

Co. also put in the beautiful shades which are fitted to the windows throughout the building.

The lettering for The Sun plant was done by Thomas J. Goyette and it was well done and a credit to Mr. Goyette's skill. The lettering on the office doors was done mostly by the Kimball System, who are considered to be experts in their line.

One concern had a very important and ticklish contract in connection with the erection of the new Sun building which deserves special mention. The C. H. Hanson Co. had the contract for the moving of the old newspaper plant to the temporary quarters on Paige street and moving it again to its new quarters. This contract also included the arduous task of putting the new sextuple press into the basement and all the old and new linotypes and stereotyping machinery into the tenth floor of the building. The Hanson Co. it was found was the only local concern that had the necessary equipment to handle heavy machinery at such a height. They have for a foreman a wizard by the name of "Bob" Costello, who distinguished himself by carrying on this great task almost entirely at night without a single mishap. It was no easy matter to move a big newspaper plant by night and assist the mechanics in erecting it, and do it safely and with such speed and certainty that not a single edition of the paper was missed. Some day it may be deemed necessary by the contracting nations to change the location of the Rock of Gibraltar or to move the Pyramids of Egypt to a more accessible location. If such a thing ever becomes necessary, we nominate the C. H. Hanson Co. for the contract provided "Bob" Costello is on the job.

THE ARCHITECT

When the proprietor of The Sun decided to erect a new Sun building his first thought centered on the selection of an architect. Profiting by the experience of others who had made disastrous failures of the construction of buildings by having incompetent architects he was determined that he would have the best. In order to make sure of getting the best architectural talent obtainable he decided to consult with leading contractors, builders and owners of modern fireproof structures. His first interview was with a Boston organization which was heavily interested in many first class office buildings and apartment houses and had experience with the best architects in the country. Without any hesitation the head of the firm said: "If you want the best, retain Clarence H. Blackall, provided his engagements will permit him to take on the construction of your building."

His next interview was with one of the leading construction companies of New England and among the three architects recommended by this company Mr. Blackall's name stood foremost. Similar interviews were held with other owners, builders and managers and with hardly an exception the substance of their advice was: "If you can get Clarence H. Blackall to take charge of your building, let him by all means and rest assured he will save you many times his commission and give you an artistic design."

After further inquiries and after looking over some of the beautiful structures which Mr. Blackall had designed it was evident to the proprietor of The Sun that Mr. Blackall was the man for him, and he immediately set out to secure his services. Fortunately Mr. Blackall's engagements at the time permitted him to accept the commission of designing The Sun building and the work of surveying, making

soundings, drillings and other preparatory steps was begun without much delay. Mr. Blackall always employs a force of about forty draughtsmen, designers and engineers. In a short time the preliminary sketches took on the shape of just such a building as was desired and the great task of making working drawings for the entire structure was begun. The result of Mr. Blackall's efforts is shown in the beautiful building in which The Sun is now located and anyone with the least capacity for judging architectural design and beauty will admit that the work of a master hand is visible in every part of The Sun building, within and without. It is a model of symmetry, convenience, strength and utility. There is not an inch of space wasted. Furthermore, there was no waste of time or material in its construction. It went along with a part that indicated the direction of a master mind. Mr. Blackall not only opened the eyes of the people of Lowell but he astonished architects, builders and workmen who had all their lives been engaged with the construction of buildings as hitherto conducted in Lowell. There were no mistakes from beginning to end. Nothing had to be done a second time. All estimates came well within Mr. Blackall's calculations. The contractors and subcontractors completed their work on time and to the satisfaction of the owner and the architect. From beginning to end the work of construction was carried simultaneously along various lines with the precision of clockwork. The supervision was effective and the tests of materials for strength and quality were carried on in a way that satisfied the owner that he had made no mistake in the selection of his architect.

Mr. Blackall's eminence in his profession is evidenced by all the building experts in the country. His services are in demand where the best buildings are contemplated or under construction. As consulting architect for municipalities and art societies he seems to stand at the head of his profession in this country. His presence is sought at all gatherings of scientific bodies where questions concerning the erection and operation of public buildings are under discussion. How he finds time to meet all these demands is a wonder. He is a man of commanding yet pleasing presence, universally popular with all who know him.

Mr. Blackall's life record thus far is a remarkable one. He was born in New York city, February 3, 1857, but passed his boyhood days in the city of Chicago, Ill., where he graduated from the University of Illinois in 1877 with the degree of S. B. In 1881 he received the degree of A. M. in architecture, having previously studied the art at the Ecole des Beaux Arts, Paris, from 1878 to 1880. His first practical experience was with Peabody & Stearns, architects, with whom he was associated from 1880 to 1885 with the exception of a period of two years when as first holder of the Rotch Traveling scholarship, he studied architecture abroad, visiting nearly all capitals and art centers of Europe.

He started independent practice in 1885, when he designed the first steel frame building erected in the city of Boston, known as the Winthrop building. This he completed in 1901. The beautiful Tremont Temple, which is an inspiration to all who have ever been within its walls, is one of Mr. Blackall's masterpieces. The beautiful Temple Israel erected in Boston is a sample of his cathedral designing. The Colonial theatre and the Colonial office building in Boston were also designed and erected by Mr. Blackall. Among the many other buildings

The Plumbing System in The Sun Building Was Installed By

T. COSTELLO & COMPANY

Fifty Years In
Business

212 CENTRAL STREET, LOWELL, MASS.

Fifty Years In
Business

Among the public and private buildings plumbed by this firm are the following:

Boston Union Station
Lynn Union Station
Park Street Station
Wedgemore Station
West End Car House
Watertown Car House
Lowell Union Station
Lowell Library
Chelmsford Library
Lowell Armory
Station Shoe Factory
Shaw Knitting Hosiery
Tremont & Suffolk
Scott Building
Y. M. C. A. Building
Howe Building
Spaulding Building
Yorick Club
L.A. Association Catholique
J. C. Ayer Laboratory
Revere Beach Sanitary
St. John's Hospital
Manchester Union Station
Manchester-by-the-Sea Station
Concord, Mass., Station
College Hill Union Station
Haverhill Car House
Lowell Power Station
Manchester, N. H., Station

Manchester Library
Lowrey Chocolate Factory
First Corps Cadet, Armory, Boston
Mawhinney Shoe Factory
Bigelow Carpet Co.
Mesonic Temple
Swan Building
Runde Buildings
Mansur Building
First National Bank Building
Lowell Opera House
St. Patrick's Working Girls Home
Nantasket Beach Bath House
Hotel Canterbury, Boston
Lowell Corporation Hospital
Massachusetts Consumptive Hospital, Rutland
Anna Jacques Hospital, Newburyport
St. Peter's Church
St. Michael's Church
Stonham High School
Phillips Academy, Andover
State Normal School, Lowell
Bartlett School, Lowell
Green School, Lowell
Lowell Textile School
Tyler Street School, Boston
Malden High School (Largest in New England)
Richardson Hotel
Mansion House, Andover
Major Stott, Residence

Agent Peab, Residence
E. S. Hyman, Residence
A. Cummock, Residence
C. P. Palmer, Residence
Dr. Irish, Residence
Ellen Ayer Wood, Residence, Woburn
Richardson Estate, Newport
Mrs. Clark, Residence, Williamstown
Mrs. A. E. Hayden, Residence
E. H. Staples, Residence, Tilton, N. H.
A. J. Abbott, Residence, Westford, Mass.
Frank Hill, Residence, Andover, Mass.
St. Jean Baptist Church
Back Bay Riding School
South Boston High School
State Normal Art School, Boston
New Moody School, Lowell
Vernum School, Lowell
Immaculate Conception Convent
Emmett Street School
Quincy House, Boston
Assabet Hotel, Maynard
Richardson Residence
Nesmith Residence
Col. Walsh, Residence
C. J. Glidden, Residence
V. I. Cummock, Residence
O. H. Perry, Residence
Vanderbilt Residence, Newport, R. I.
Fahnen House, White Mountains
F. Colony, Residence, Wilton, N. H.

Peter Smith, Residence, Andover, Mass.
Prof. Bancroft, Residence, Andover, Mass.
Prof. McCurdy, Residence, Andover, Mass.
Prof. Comstock, Residence, Andover, Mass.
Prof. Taylor, Residence, Andover, Mass.
Baton Residence, Andover, Mass.
Churchill Residence, Andover, Mass.
Miss Buyers, Residence, Andover, Mass.
J. A. Cole, Residence, Andover, Mass.
White Residence, Andover, Mass.
Olin Residence, Andover, Mass.
Gen. Butler, Residence, Lowell, Mass.
B. A. Ross, Residence, Lowell, Mass.
Also a few of the most recent plumbing systems obtained and installed under the direct supervision of Mr. Thomas F. Costello, of the firm of T. Costello & Co.
South Boston High School
Back Bay Riding School
Lowell Sun Building
Gov. Foss Building, East Boston
Maine Central Kineo House, Moosehead Lake, Kineo, Maine
Two Large Office Buildings, Boston
Saugus High School, East Saugus, Mass.

J. A. Torr, Residence, Andover, Mass.
Lancaster High School, Cambridge Theatre
Father Donnelly's Church, Dorchester, Mass.
Jamaica Athletic Association, Jamaica Plain
Tyler Street School, Boston
Malden High School (Largest in New England)
D. L. Page Building
St. Mary's Parochial School, Melrose, Mass.
Bigelow Carpet Co., new addition to mills.
Clifton Carpet Co., new addition, Clinton, Mass.
Emmett Street School, Lowell, Mass.
Mawhinney Shoe Factory, Lowell, Mass.
Lowell General Hospital
Walpole High School
Addition Joshua Holden's Residence, Billerica, Mass.
Lowell Electric Light Station
Rev. Fr. Ross's Residence
Thomas H. Murphy, Residence
J. C. Ayer Laboratory
Carpenter Memorial Library Building, Manchester, N. H. (One-quarter million dollar library building, now under construction.)

PLANS AND ESTIMATES FURNISHED AT SHORT NOTICE

The Freedom of the Press Should Never Be Abused

which stand to his credit in Boston are United States Trust Co. building, the Marshall building, Demmon building and Westeyan building.

Mr. Blackall has made quite a specialty of theatres and among the pro-

advisory architect for the Boston Elevated Railway Co.

The number of beautiful residences, churches, banks, schools and commercial buildings in New England and elsewhere with which Mr. Blackall has

member and one of the founders and first secretary of the New York Architectural league and is also a director of the Boston Art club. He was for a

fellow of the American Institute of Architects. He is a valued and leading member of the National Fire Protection association of America and

members is Clarence H. Blackall. The great French society of Beaux Arts Architects also includes him in its membership and there is hardly a sci-

popular with all the clubs of which he is a member, among which may be mentioned the Boston City club, Economic club of Boston, the Cambridge club, the Salem club, Century club of New York, National Arts club of New

and management, together with a treatise on hotel designing and planning. His works on the development of colonial architecture have made him one of the standard authorities on these subjects. He is the author of



CLARENCE HOWARD BLACKALL
Architect of The Sun Building



THE OLD SUN BUILDING



STEEPLE JACK PAINTING FLAGSTAFF OF SUN BUILDING

ducts of his genius in this line may be mentioned the Bowdoin Square, Plymouth, National, Gaiety, Casino, Olympia, the new Seelay Square, Olympia, the Cort and Wilbur theatres, besides many others throughout the country. In public buildings he has distinguished himself by the completion of the beautiful registry of deeds and probate court house at Salem, the Salem public library, Salem branch library, and numerous others. Most of the modern theatres erected in New York city, Boston and Chicago bear the impress of Mr. Blackall's genius. He was the associate architect of the Copley-Plaza hotel recently completed in Boston and has been for some time

been connected as principal or associate architect are too numerous to mention. He has specialized particularly in office buildings, hotels and theatres. He is an acknowledged authority on reinforced concrete construction and the perfection of the building codes of Boston, Cambridge, Milton, Baitimore, Pittsburg, New York, Cleveland and many other cities are due to his advisory services and direct authorship.

He was one of the founders of the Boston Architectural club; also one of the founders and secretary of the Cambridge Municipal Art society. He is now president of the Massachusetts Fire Prevention association. He is a

long time secretary of the Boston Society of Architects and is now a trustee and secretary of the Boston Traveling scholarship. He is chairman of the Board of Appeal of the city of Cambridge, member of the Building Law commission of the city of Boston and also of the Fire Hazard commission of the city of Boston. He is a member of the Building Law commission of the city of Cambridge and a

of the British Fire Protection association of England. His name is also on the roll of membership of our great National Geographic society and the Society for the Preservation of New England Antiquities as well as the National Conservation society. Everyone knows of The American Association for the Advancement of Science as one of the greatest scientific organizations in the world and among its

entific gathering of any importance in this country or Europe where Mr. Blackall's presence or his contributions are not in evidence.

He is a public spirited citizen who gives liberally of his time and means to all matters of civic progress and he takes great interest in the work of the Boston chamber of commerce, of which he is an influential member. He is also something of a club man being

York and the New York City club.

Mr. Blackall has found time to do considerable literary work along the lines in which his knowledge and research have qualified him to speak with authority. He is the author of a standard work on "Builders' Hardware," published in 1890. From 1895 to 1910 he was editorial writer and contributor to the "Brickbuilder" of Boston. He is the author of an extended series of articles on fireproof construction, fire protection, theatre construction, acoustics, heating and ventilation, office building construction

articles on Spanish, Belgian and French architecture published by the Scribners in their Cyclopaedia of Architecture and he is also a valued contributor to the Dictionary of Architecture and Building, published by the Macmillan company.

From the above, which is by no means a complete story of Mr. Blackall's achievements and which only in a small way indicates his eminence in the profession, it may be seen that when the proprietor of The Sun building set out to get an architect he certainly got the best.

THE SUN BUILDING

THE BEST PAINTED BUILDING IN THE CITY
WAS PAINTED INSIDE AND OUTSIDE BY

DWYER & CO. PAINTING CONTRACTORS

170-176 APPLETON STREET, LOWELL, MASS.

We Can Do the Same Kind of Work for You if You Want It.

ADVICE AND ESTIMATES CHEERFULLY GIVEN

THE FOLLOWING IS A LIST OF A FEW OF THE BUILDINGS PAINTED BY US:

SUN BUILDING
COVER BUILDING
BRADLEY BUILDING
PUMPING STATION
COMFORT STATION
MASS. BOILER HOUSE
MASS. GENERATOR HOUSE
MASS. FIVE STORY MILL
BIGELOW DYE HOUSE
NEW HAMILTON MILL

PAGE BUILDING
SACRED HEART SCHOOL
IMMACULATE CONCEPTION
SAINT PETER'S SCHOOL
SAINT PETER'S ORPHAN ASYLUM
TOWNE MEMORIAL LIBRARY, AMHERST,
N. H.
BROWNSON LITERARY ASSOCIATION
SAINT JOHN'S HOSPITAL
LOWELL GENERAL HOSPITAL

POST OFFICE
COURT HOUSE
CHAPEL AT TEWKSBURY NOVITIATE
CHAPEL IN SAINT JOHN'S HOSPITAL
CITY INSTITUTION FOR SAVINGS
WASHINGTON SAVINGS BANK
GREEK CHURCH
CALVARY BAPTIST
SAINT MARY'S CHURCH, EAST BOSTON
HOLY TRINITY

SAINT ANDREW'S, BIDDEFORD, ME.
IMMACULATE CONCEPTION
SACRED HEART
SAINT PAUL'S
SECOND CONGREGATIONAL, CHELMSFORD,
MASS.
LITHUANIAN
Some of the best dwelling houses in the city of
Lowell.

LIGHTNING SEXTUPLE PRESS

BUILT FOR THE LOWELL SUN BY R. HOE & CO., OF NEW YORK AND LONDON

The march of progress in the mechanical world is nowhere better illustrated than in the rapid and wonderful evolution of the web-perfecting press. It is less than 12 years since The Sun installed a 24-page, three-deck press, which at that time was the very latest product of the genius and mechanical skill of the greatest press builders in the world. In fact it was the first press to come into New England without tapes and the number of improvements on the press at that time compared with its predecessor led many to declare that the printing press had at last reached the limit of its development. But the brain of the inventor is never idle. The demand is for more and more speed, greater conveniences, greater capacity and the mammoth sextuple, lightning, web-perfecting press, illustrated on this page, meets all these requirements and is as far ahead of The Sun press of 1902 as that was ahead of its predecessor of 20 years previous.

A most remarkable feature of this press is, that while it produces double the number of pages at three times the speed of the old press, it occupies but one-quarter more space than the machine it supplanted. Furthermore, it is an easier press to operate than the old machine and it takes proportionately less power to run it for a given product. It is unquestionably the finest printing machine that ever came into Lowell. It's nearest competitor having less than one-half its capacity, and nowhere in New England north of Boston is there anything to compare with it.

As will be seen by the table in another column, the capacity of the machine runs all the way from four-page up to 48-page papers at a speed, depending upon the number of pages, from 18,000 to 72,000 an hour. It seems

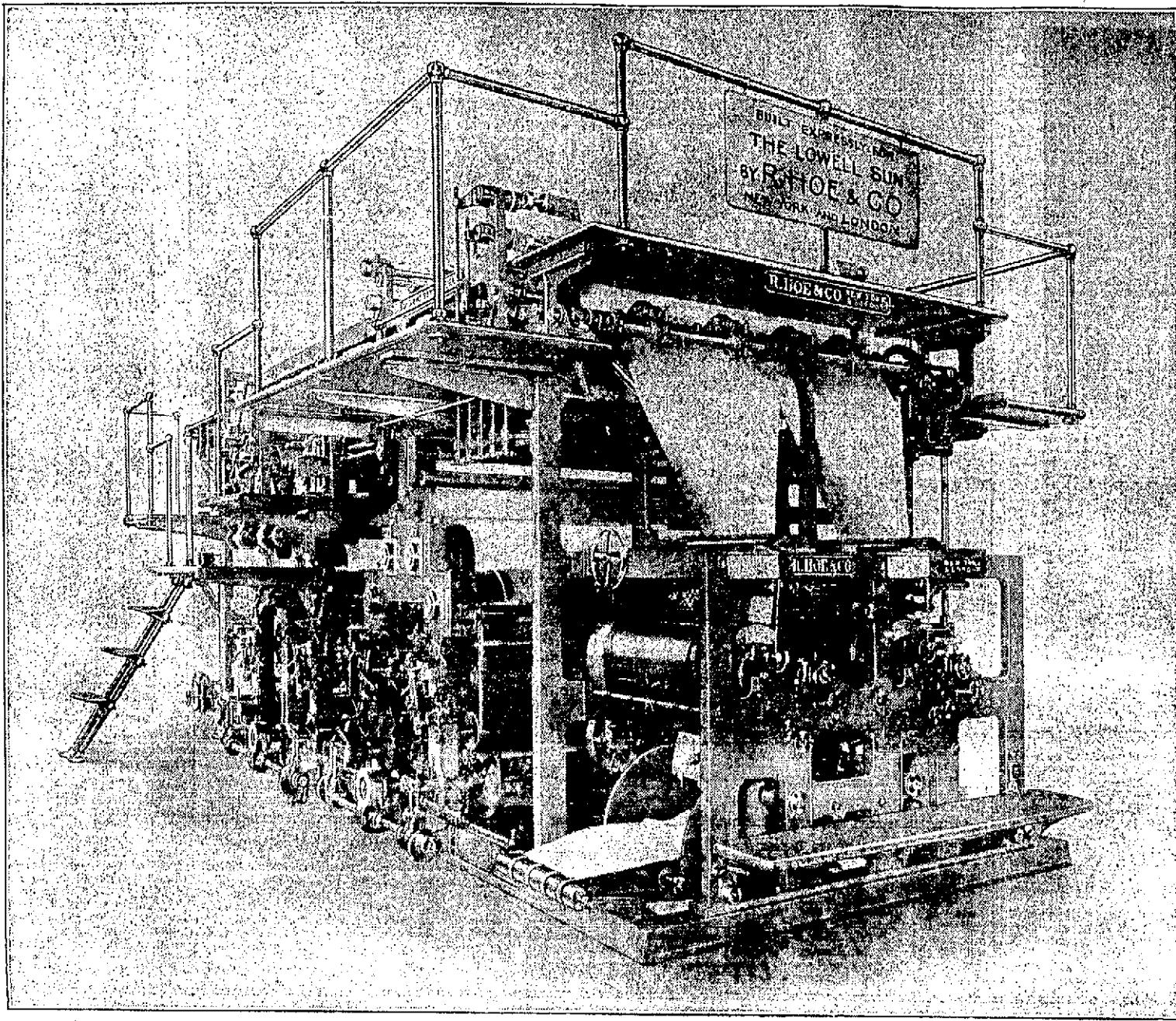
ALMOST INCREDIBLE

that any machine will print papers at such a speed but the new Sun press will do all of this and more. During a special trial run after the press was erected the machine ran for quite a period at the rate of 75,000 12-page papers an hour, which is about 22 complete 12-page papers a second. It is almost beyond the comprehension of the human mind to think that a machine will take paper from the rolls, print it on both sides, cut it into pages, inset them, fold them and pile these 12-page papers up in bundles of fifty each at the rate of from 20 to 22 papers a second.

A great advantage which this machine possesses and which will be appreciated by those who have a technical knowledge of the printing business is, that it will turn out the papers in almost any conceivable combination of pages. For instance, if it is more convenient for the pressman on account of the size of his paper rolls to print the papers in one form or another he can make the change necessary in a very few minutes, that will produce any number of pages in sections as required. A twelve-page paper can be delivered either in two sixes or with a four laid on top of an eight making two sections, or the twelve-page paper can be delivered in book form, with the pages all inset. A fourteen-page paper can be delivered on this machine in book form or with a section of six pages laid on a section of eight or vice versa, or it will deliver a four-page paper folded inside of a ten. A sixteen-page paper can be delivered either in book form, in two eights, in a ten and a six, or in a twelve and four-page section. The eighteen-page papers are delivered either in book form or with an eight-page section folded inside of a ten or vice versa. The twenty-page papers can be delivered in two tens, or twelve and eight-page sections or all in one solid paper of twenty pages, and so on all the way up to forty-eight page papers. They can be delivered practically as the pressman desires and the different sections can be pasted together or each section pasted separately and folded together or one section can be printed in colors and the other in black. The color conveniences of the press are almost phenomenal. If the occasion should require it every other page could have a different color. The outside pages of every section in a multiple paper can have one color and the inside sections another. Any of the pages can be printed in colors as required or a small paper can be printed in even more colors if it is thought desirable. The press is in three

DISTINCT SECTIONS,

each section being capable of running independent of the other and printing as many as sixteen pages at a speed sufficient to meet the requirements in case any accident should happen to the remaining sections of the press. A large edition can be run on the full press, then a supplementary edition can be run with any one or two sections, and the mechanical change can be made in less than two minutes. The press is absolutely free from tapes or



CAPACITY OF THE PRESS

72,000—4, 6, 8, 10 or 12 page papers per hour, sheets all inset.

54,000—16 page papers per hour, one-third with two collected sections and two-thirds with sheets inset.

36,000—14, 16, 18, 20, 22 or 24 page papers per hour, sheets all inset.

36,000—18, 20, 22 or 24 page papers per hour in two collected sections with variable number of pages in either section.

36,000—16, 20 or 24 page papers per hour in two uniform sections.

18,000—28, 32, 36, 40, 44 or 48 page papers per hour in two to four collected sections.

CONTROL—Complete Kohler system of 12 stations with push buttons for starting, stopping, accelerating from threading speed to maximum speed of the press, built by the Cutler-Hammer Co., of New York.

MOTIVE POWER—One 75-horse-power, three phase induction motor, 550 volts, alternating current.

One 46-horse-power, direct current, auxiliary compound motor, 500 volts.

One 5-horse-power slow-motion induction motor, 550 volts, three phase alternating current.

WEIGHT—Of press with auxiliary machinery, 125 tons.

I AM THE PRINTING PRESS

BY ROBERT H. DAVIS

I am the printing press, born of the mother earth. My heart is of steel, my limbs are of iron, and my fingers are of brass.

I sing the songs of the world, the oratorios of history, the symphonies of all time.

I am the voice of today, the herald of tomorrow. I weave into the warp of the past the woof of the future. I tell the stories of peace and war alike.

I make the human heart beat with passion or tenderness. I stir the pulse of nations, and make brave men do braver deeds, and soldiers die.

I inspire the midnight toiler, weary at his loom, to lift his head again and gaze, with fearlessness, into the vast beyond, seeking the consolation of a hope eternal.

When I speak, a myriad people listen to my voice. The Anglo-Saxon, the Celt, the Hun, the Slav, the Hindu, all comprehend me.

I am the tireless clarion of the news. I cry your joys and sorrows every hour. I fill the dullard's mind with thoughts uplifting. I am light, knowledge, and power. I epitomize the conquests of mind over matter.

I am the record of all things mankind has achieved. My offspring comes to you in the candle's glow, amid the dim lamps of poverty, the splendor of riches; at sunrise, at high noon, and in the waning evening.

I am the laughter and tears of the world, and I shall never die until all things return to the immutable dust.

I am the printing press.

any device that would cause the sheets to smut.

The latest invention for locking the plates with a single movement is applied to the cylinders, which is quite a time saver when even seconds are valuable. The arrangement for inking and distributing the color has twice the capacity of the former press, the distribution being such that the finest half tones and the heaviest type can be printed on the largest editions without any variation. The papers are delivered in bundles of 50 or 25 as desired and the total count registered. They are sent out from one or both folders as convenience and the size of the edition requires. The cylinders are "staggered," so that there is no pounding or jar from the impression cylinders when running and the press can be stopped so that one-half the plates for the entire edition can be put on without moving the cylinders and the remaining plates may all be put on by a single half turn which is brought about by pressing a button. All the inking rollers can be lifted clear of the plates and cylinders by stopping at a certain point. This avoids flattening of the rollers.

A marvelous invention that makes for convenience and safety is the safety lock buttons which any of the men working on the press can press at the point nearest to where he is located. This prevents the operation of the press until he releases the button. To make this clearer, we will suppose that it is necessary for a workman to go between the cylinders or to go under around where the press is driven and where the danger is greatest. Until this patent was put upon the market the workman was in danger unless someone watched at the controlling point so that the press could not be started while he was in any position where he could receive injury if the press started. This is no longer necessary. Before entering he presses the safety button nearest to him, there being sixteen in all on the press, and he may then

ENTER WITH SAFETY

and it is impossible to start the press from any part or throw in any of the other push buttons until he comes out of his dangerous position and releases the particular button which he locked for his own safety. Although a very small device this special equipment is quite expensive, but the proprietor of The Sun having in mind the safety of the workmen, insisted upon equipping his machine with this modern improvement and all pressmen who have seen it are loud in their praise of the perfection and utility of this humane invention. No one has yet been injured on any printing press where this safety locking system has been installed.

All the gears on the press are machine cut of the cycloidal pattern so that they roll smoothly without any jar, vibration or backlash. All bearings are lined with phosphor bronze; all the shafts are of forged steel driven into the cylinders by hydraulic pressure. All of the fine working parts subject to excessive wear are of tool steel and gun metal. The machine is the best in every particular that the great firm of R. Hoe & Co. know how to build and they have been acknowledged for generations to be the greatest press builders in the world. A machine of nearly the same capacity, of other makes might be installed with a saving of many thousand dollars but the proprietor of The Sun always believes in getting the best, and as everyone who uses fine machinery knows, the best is the cheapest in the end.

While the press is the great big unit in a newspaper plant there are many other machines of wonderful construction necessary in the production of the modern newspaper. To begin with, the linotype machine, which is unquestionably one of the great inventions of the century, has been progressing like all other machinery, and the linotypes in use in The Sun today are entirely different from those with which it started when we went from hand to machine composition. The latest machines installed are of the triple magazine pattern by which six different faces of type are cast by the operator without leaving his seat. These are the only machines of the kind in Lowell and the wonderful product of these machines is seen in the

FINE APPEARANCE

of The Sun. Advertising matter, which was formerly set by hand, is now done almost entirely on the linotype machines, and the devices for producing effects which in some instances surpass the best hand work, are truly marvelous. The equipment and capacity of The Sun composing room is the best in this city and is exceeded only by the large metropolitan equipments.

Two of the latest pattern proof presses are used in both the news and advertising departments and the aerial system of sending proofs to the proof

Lose the Freedom of the Press and all Free Institutions will Perish

room and back is most ingenious and convenient. The makeup department, where the type is put into the pages, is most complete. All the apparatus is now and the banquets, tables, racks, etc., were made expressly for The Sun from designs drawn in detail by the proprietor of the paper.

The stereotype department is a veritable speed house. The way the men in that part of the plant will grab the form, run it through the matrix roller and under the steam table, dry out the matrix, scorch it and cast the curved plates for the press is enough to make one's hair stand on end. All this they do while hardly moving out of their tracks so conveniently are all the machines arranged for the operation. The complete equipment for making cuts, mounting engravings, making advertising stereos, etc., is installed in one end of the stereotype room and these finished plates are passed through a slide to the compositors on the other side of the partition, who have hardly to move from their type cases to receive the new cuts or to have alterations or adjustments made by the stereotypers.

Visitors are welcome at any time to see this process of getting out a daily newspaper and every courtesy will be extended to them consistent with the high pressure work necessary in getting out an afternoon edition. It will be more convenient, however, for all concerned if visitors come during the forenoon.

It has often been asked, "Is all this high speed machinery necessary in a city the size of Lowell?" This is a pertinent question and this is a good place to answer it. In the first place the people of Lowell are in just as great a hurry and just as impatient to get the news as are the people in Newspaper Row in New York. They are the same American people who want the best and they want it right away. The only way to give it to them is to provide the machinery that will produce it with sufficient celerity. It has often been asked why does an afternoon paper require more speed than a morning paper. The answer is very simple. The readers of the morning paper

ARE IN BED

while it is being produced. The readers of the afternoon papers are on the street wide awake and screaming for the news. A matter of ten or fifteen minutes, except in the case of catching trains, is of little importance in the

morning but a ten minute delay in an afternoon paper that is worthy of the name, is enough to put the edition out of existence. Indeed an edition that is fifteen minutes late in some cases might as well be abandoned. Furthermore, the time for delivering an afternoon paper is very limited. Unless the reader gets his paper now in the early evening he is much dissatisfied. When the mills and workshops ran until six o'clock it was much easier to get

out an edition and deliver it for the evening readers, but now under the 8-hour system shops close at anywhere from 4.30 to 5 o'clock and even the mills are closed and the operatives at home nearly an hour earlier than formerly. They must have their paper when they reach their homes or on their way thereto, otherwise their wants are not provided for.

It may seem ridiculous to the reader, but it is a fact, nevertheless, that the

publishers of afternoon papers are more perplexed over the delivery of the papers than they are over the printing of them. It is possible to put a paper to press and print anywhere from twenty to thirty thousand copies inside of an hour with almost any number of pages, but it is almost impossible to deliver these papers in double that time. The Sun uses every method available with a view to speed regardless of expense, and we are constantly

devising ways and means to get the papers distributed through every avenue in the shortest possible time. Some day underground tube systems may be devised for sending papers to various terminal stations but until something of the sort is provided the great problem of distributing papers, particularly in the afternoon, will be the bugbear of newspaper publishers. The public wants the very latest

news, therefore we are obliged to wait until the last minute on each edition to get in the latest local or telegraph stories in order that the reader of that particular edition may have it, but even then we are often forced for the want of time to leave matter out of one edition holding it for the next in order that the paper may reach our readers on time. One who is down town the latter part of the afternoon

RED HOT PAPER

right off the press but in the suburbs the difficulty is an ever increasing one of getting the latest news to the reader in time to suit his requirements.

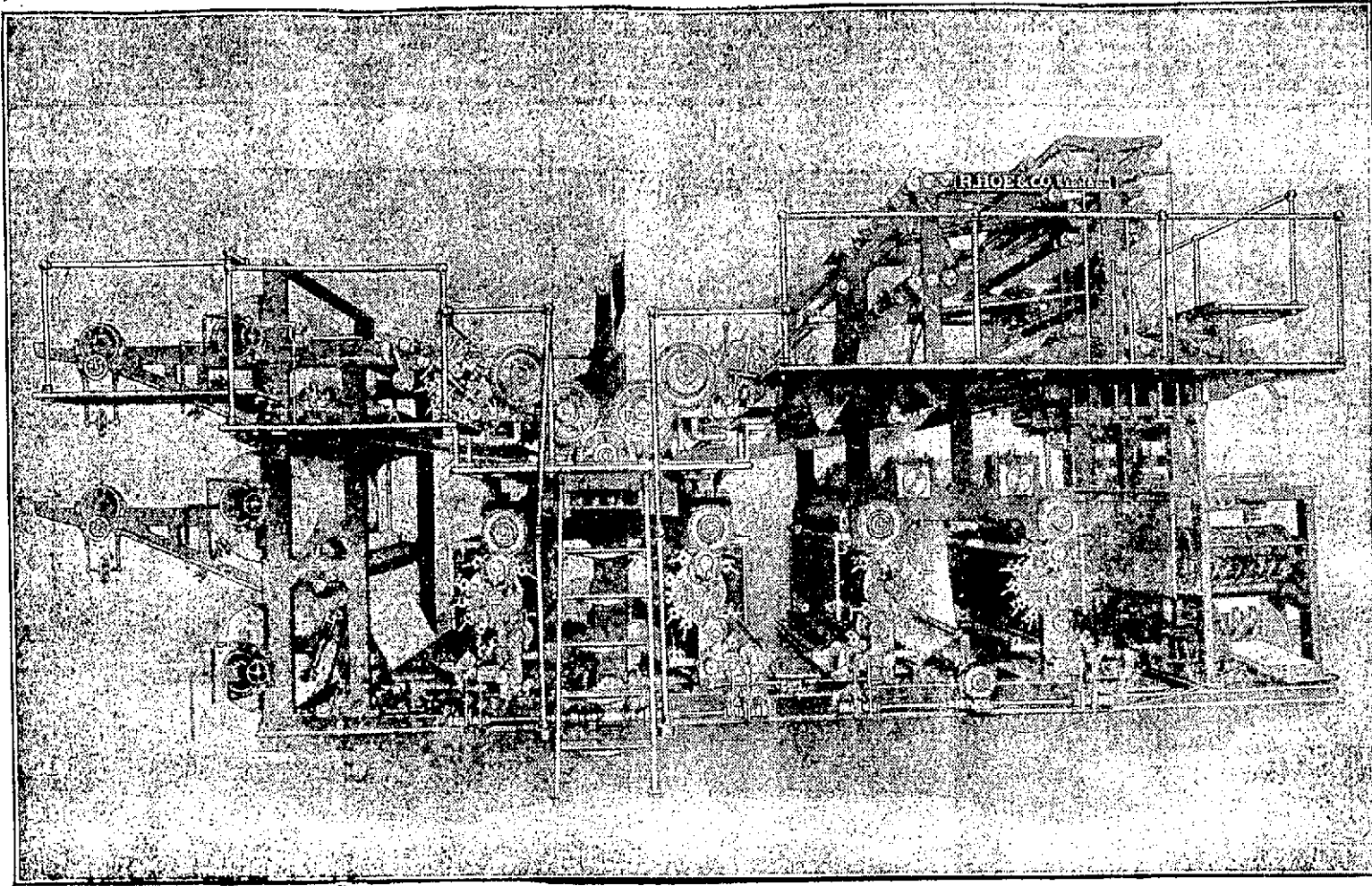
The larger the edition the longer it takes to distribute it. We use the trolley cars to great advantage. Carriers, agencies, delivery wagons, automobiles and every known method of circulating papers have been called into requisition and even with these resources we are sometimes disappointed in delivering as far and as early as we would wish. We are praying for the time when the reader within a radius of ten miles can have his paper within thirty minutes after it is printed. This is the next great problem for the inventor and transportation expert and when it is solved the first to take advantage of any device for rapid distribution will be the publisher of Lowell's Greatest Newspaper.

THE NEWSPAPER AS AN INSTITUTION

Very few people realize the value and importance of a good newspaper to a city and its people. The chief functions of a newspaper are threefold. First to furnish the news both local and telegraphic at the earliest possible moment and in clear, readable form; second, to serve as a medium of publicity for advertisers who want to reach the public; and third, to offer leadership and advice to the people in every important movement through the editorial columns.

It is plain that the larger the circulation of a newspaper, the more valuable it becomes as an advertising medium. This fact has become so patent to publishers and to business men generally that in recent years advertising rates have been regulated by circulation. Formerly a great many people were imposed upon by false claims as to circulation. Lowell business men had their experience in this respect, but The Sun always invited the fullest investigation as to its circulation and of late years it has so arranged its press that an expert watching the "run" from the sidewalk and knowing the rate of speed could tell how many thousand papers are printed. Moreover, visitors are always welcome to any of the departments.

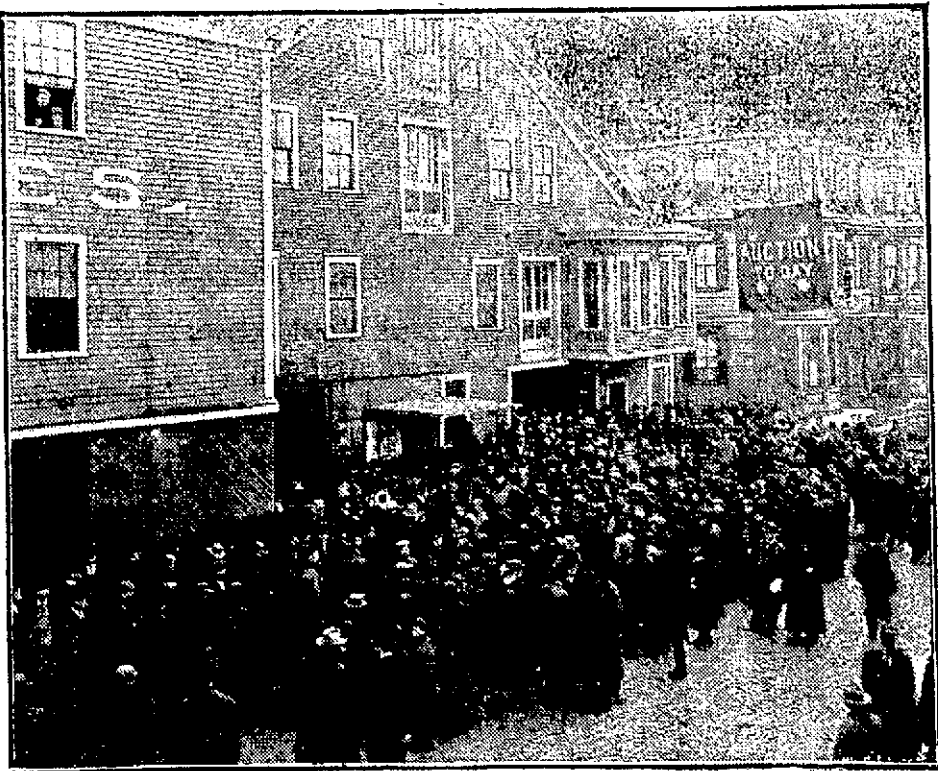
As an advertising medium The Sun is unsurpassed by any paper in the



SIDE VIEW OF THE NEW LIGHTNING SEXTUPLE PRESS
Showing the Paper Rolls and the Travel of the Webs

C. H. Hanson & Co. INCORPORATED

HORSES, CARRIAGES AND HARNESS



A Thursday Sale at Hanson's, Rock Street

OUR AUCTION SALES

Are held every Thursday in the year (except holidays). They are good for both buyer and seller. If you need a horse, harness or wagon you can get it at Hanson's Thursday sale. If you have anything to sell you can sell it at HANSON'S THURSDAY SALE AND GET YOUR MONEY THE SAME DAY.

We Do Freight Forwarding, Rigging and Teaming

WE MOVED THE SUN—We Worked All Night to Do it.

Night or Day, We are Ready to Work for You.

CARRIAGE and WAGON REPAIR WORK

A little better than other shops, that's the Hanson Work.

TAKE YOUR MOYER WAGONS TO HANSON'S—We have all the parts ready all the time. When we paint them, they look as good as new.

The Lamson Company

161 DEVONSHIRE ST., BOSTON

Works at Lowell, Mass.

All the copy carrying tubes, electrotpe lifts, aerial proof carriers and stereotype plate drops used in The Sun Office were built and installed by this company. We also constructed and installed the street bulletin system in use by The Sun.

We are prepared to furnish drawings and estimates for similar newspaper installations at short notice.

Rapid equipment for carrying papers, plates, copy, bulletins, proofs, etc., from one part of the building to another is our specialty. Tell us your needs and we will submit plans and give expert advice on the best means of meeting your requirements.

ADDRESS ALL COMMUNICATIONS TO

The Lamson Company

161 DEVONSHIRE STREET,

BOSTON, MASS.

A Yellow Newspaper is a Nuisance and a Public Menace

state, outside of metropolitan Boston. As a newspaper, The Sun is unsurpassed by any metropolitan paper in the rapidity with which it gets the news into print and delivered to the people. The residents of Lowell have learned to rely absolutely upon The Sun giving them all the news, when

yellow journal, but on the contrary, it has condemned the "yellows" and their methods as one of the most pernicious prostitutions of the press that has ever appeared in this country. While there is a considerable portion of the reading public ready to buy sensational papers in preference to all

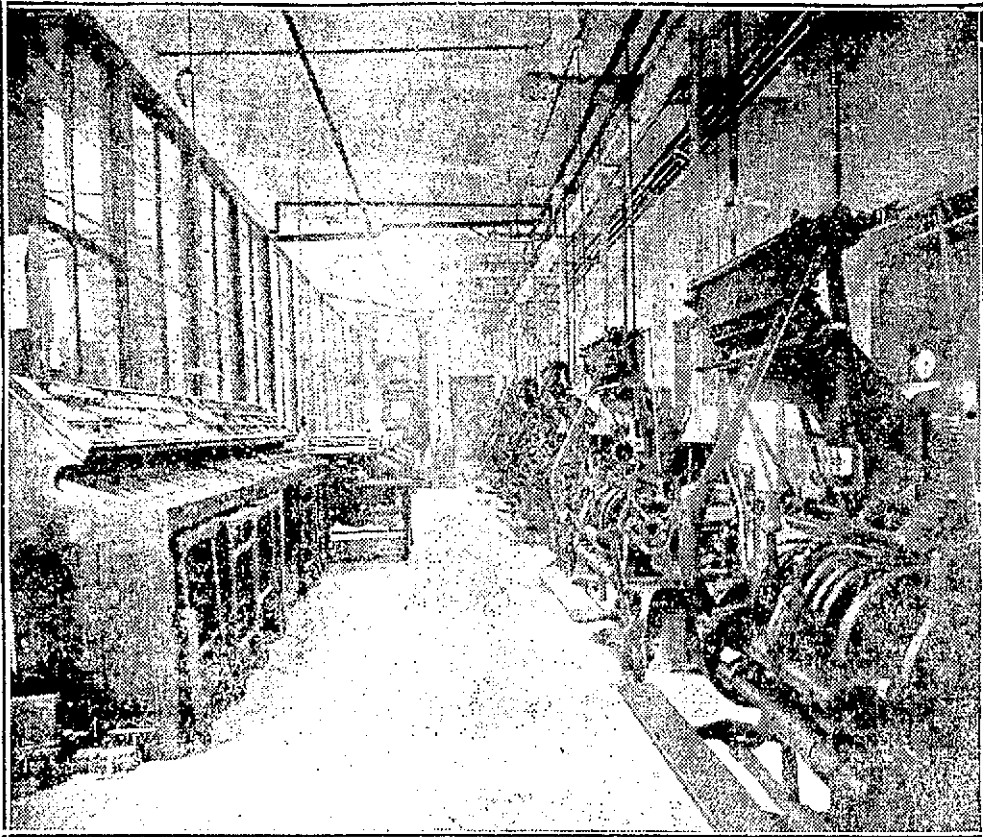
papers, yet some people foolishly supposed that the Boston papers had more or later war news than did The Sun. Those who labored under this delusion and bought Boston afternoon papers in Lowell usually received papers printed either early in the morning or late in the forenoon while The Sun was

tails of a crime that serve only to horrify the readers or to arouse the weak minded to do something similar. That the efforts and the policy of The Sun met very general approval throughout the city of Lowell from its start as a daily, has been fully demonstrated by the manner in which its

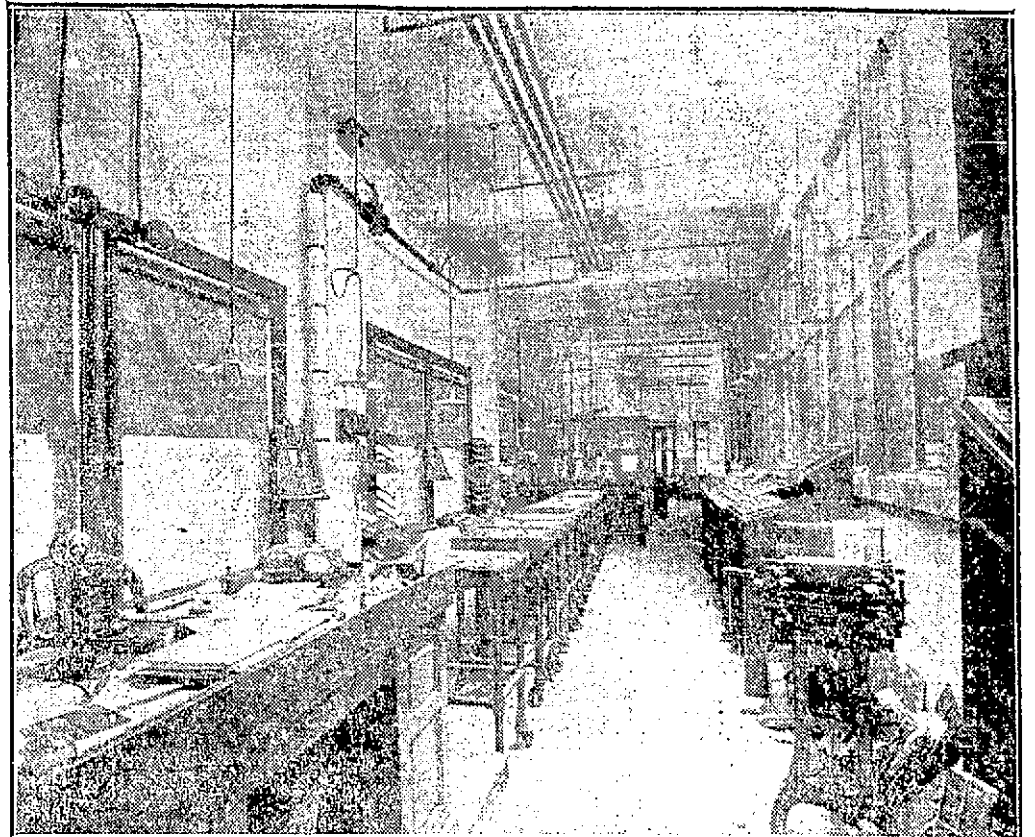
the afternoon Courier, which united to cover the morning field in which the Courier-Citizen has found well earned success. The people of Lowell, including the advertisers, are very much better served by their present local papers than when there were four times as

John H. Harrington, its proprietor. Mr. Harrington is a pusher. He believes that a newspaper should reflect the character of the enterprise of the one man who runs it, and that a newspaper cannot be made a great success unless it is run by one man. His paper is an exemplification of the correctness

news, and its loyalty to the people at all times, standing for their rights and for what it felt and knew to be their best interests whether in politics, in business, or in legislation. Another reason why The Sun succeeds is, that it is owned, guided and directed by one man, whose decision is



VIEW OF THE SUN COMPOSING ROOM



VIEW OF THE "MAKE-UP," SUN COMPOSING ROOM

it is news, not when it is ancient history. The news may be divided into local and telegraphic. Under both heads The Sun shows a wise discrimination as to the limits of decency in the matter presented and in reliability of statement. It has never published fake stories simply to attract attention; it has never wallowed in the salacious for the sake of increased sales, and never adopted the methods of the

others. The Sun has never catered to this element, and the fact is apparently appreciated by the rest of the community which we rejoice to say is greatly in the majority. The Associated Press service of The Sun is the same as supplied to the Boston papers and is in all cases strictly reliable. The war news during the Balkan struggle was published in The Sun quite as early as in any of the Boston

on the street with news dispatches at least four hours later than those published in the Boston papers offered here for sale at the same hour. Some people are thus fooled because they do not know the advantages possessed by a live local paper for giving the news up to the minute of going to press. The Sun has never made a practice of trying to increase its circulation by publishing scandals or nauseating de-

many rivals dropped out of existence one after another, after a long continued struggle to meet The Sun in competition. First it was The Lowell Star, then The Morning Times, next The Morning Mail, which, however, left behind an evening edition, destined soon to follow its predecessor into oblivion. The Daily News after a varied career also passed off, as did the Vox Populi, leaving but the morning Citizen and

many, all struggling for existence. In a memorable controversy over circulation, an expert came to Lowell to investigate the circulation claims of the different papers. After going through the city and getting the facts, he published the results and had this to say of The Lowell Sun: "The Lowell Sun has the largest circulation in Lowell. It is a one cent evening newspaper. Its success is the work of Mr.

of this theory." We mention these things to show that The Sun has not won its present eminence as Lowell's Greatest Newspaper issued from Lowell's best and most beautiful building, without a struggle, in which, however, the outcome was never in doubt as far as the publisher of The Sun was concerned. The secret of The Sun's success has been its promptitude in publishing the

prompt and final in all matters of policy, so that no time is lost in chasing up boards of directors or stockholders to decide upon the paper's policy in regard to any particular question or situation, or any problem that may arise. The Sun is democratic in state and national politics, believing that the democratic party is more devoted to the service of the people than is any

Lowell Gas Light Co.

GENERAL OFFICE - - - - SHATTUCK STREET
WORKS, SCHOOL STREET
APPLIANCE STORE - - - - 198 MERRIMACK ST.

We have furnished the inhabitants of Lowell with an uninterrupted supply of gas for over sixty years.

We now serve Lowell, Chelmsford, Dracut and Tewksbury.

"LoGasCo" Coke, "LoGasCo" Tarite and "LoGasCo" pitch are also popular products of our works.

"LoGasCo" Coke is the ideal and cheapest fuel for stove, boiler or furnace.

Orders for "LoGasCo" Coke will receive immediate attention

Lowell Gas Light Co.

ESTABLISHED 1842

RELIABILITY

Adams furnished the linoleum for every office in the Sun Building.

The window shades for all the windows in the Sun Building were made and put up by Adams.



Looks Like Hard Wood—Costs Less—Wears As Long

No cracks or crevices where dust can accumulate, no inlays or boards to work loose, warmer and more elastic to the tread than hardwood—

RIXDORFER
Parkett Floor Covering
(IT COMES IN ROLLS)

is the best and most sanitary floor covering for bedrooms, nurseries, dining rooms, libraries, billiard rooms, and all good rooms in the house.

In rolls, 78 inches wide, in beautiful laid, natural wood designs; economical, practically "unwearable." Easier to clean than carpets or hardwood floors—the ideal floor covering.

Positively the greatest thing ever produced for hotels, clubs, hospitals, schools—every kind of big building where hard wear would put anything else literally "out of business." Great saving as well.

\$1.50 A SQUARE YARD

Let us figure on linoleum for your rooms as we have a variety of designs in inlaid tile effects—plain colors and printed figure linoleums

From 70c to \$1.50 a square yard, all laid.

ADAMS & CO.

FURNITURE—RUGS—CARPETS

Appleton Bank Block

174 Central Street

The Press is the Greatest Bulwark of Human Liberty

other. In municipal politics, party lines have been wiped out and to the people without distinction of party is left the duty of selecting candidates and of electing them afterwards. One thing The Sun never does, however, is to hang on a political fence, or what is even worse, to advocate both sides

In any of its branches. This may seem a trifling matter but we can state without fear of contradiction, that it represents a loss of thousands of dollars annually particularly in election times, when the question of license is involved. But whether the people vote license or no license, The Sun stands

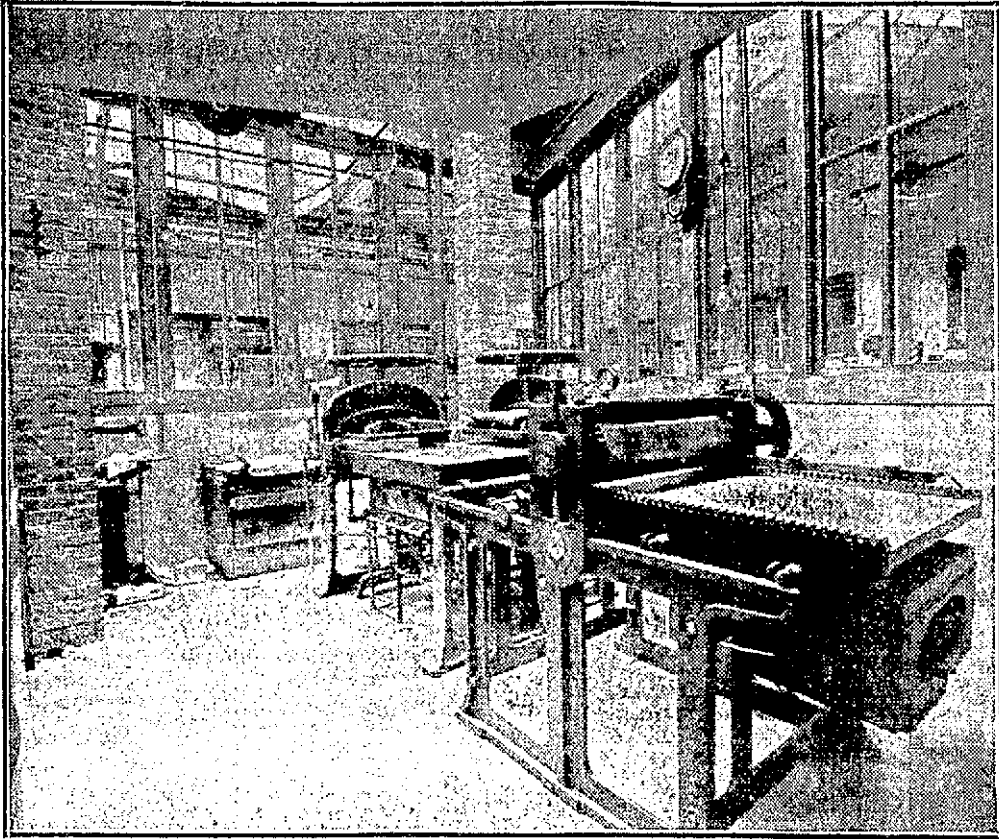
the form of radicalism represented by the I. W. W., syndicalism and other revolutionary movements that are highly injurious rather than beneficial to all workingmen. The Sun has always advocated liberal expenditure for education, for public parks, public streets and permanent

relief if one were provided. Another thing which The Sun has steadily advocated is, the diversification of our local industries so that the people may not be nearly so dependent as they have been upon the textile industries which are probably the most sensitive to business and political dis-

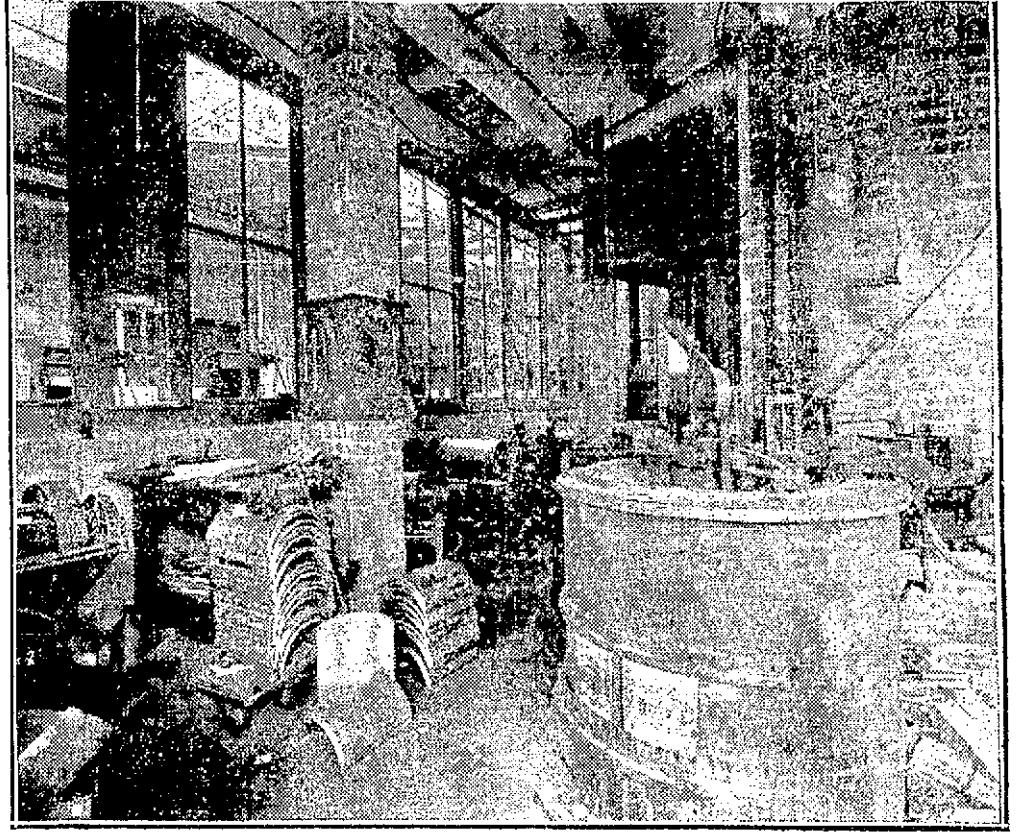
village of North Chelmsford. The Sun's opinions have never been for sale or to let and neither advertisers, political bosses nor corporation magnates have been able to muzzle The Sun, to dictate its policy or to prevent it from denouncing the wrong

cannot get the endorsement of the press, there is an impression that the modern newspaper is controlled by the advertiser and that reporters deliberately lie. The truth is, that the decent newspaper is conducted on as straight lines as any other business. The advertiser does not control the paper's

of his information. The newspaper is such a great aid to clean government that it has become indispensable. Most all of the corruption recently exposed and punished in American cities was first denounced by the press and it was only by the continued criticism of the press



VIEW IN STEREOTYPE ROOM, Where the Matrices are Made



VIEW IN STEREOTYPE ROOM, Where the Plates are Cast

of a question at the same time. The people know where The Sun stands on every public issue and know, too, that it never runs away from an adversary.

The Sun is opposed to the liquor business, to its influence in politics and its injury to the homes and the community at large. For this reason, The Sun has steadily refused all advertising of saloons, or of the liquor business

for strict enforcement of the law without fear or favor, and what it insists upon in regard to the liquor business, it demands in reference to every other business, that is, the strict enforcement of every law on the statute book.

In its editorial policy The Sun stands for fair play to all classes, to the toilers who work for their daily wage, for the mill men and others who employ them, while it is honestly opposed to

improvements by which the comforts and conveniences of all the people may be promoted. The Sun is also in favor of a public hall which is so very essential in times of public excitement, public celebrations, conventions and even in political campaigns. If a public hall would relieve the citizens of the disturbance and annoyance of street corner rallies, then it would be a great

turbance. We are gratified to find this movement making rapid progress, a fact that may be judged from the steadily increasing number of our shoe shops and other industries recently established. To promote this growth and afford greater facility for future growth The Sun advocates the acquisition of new territory by annexation so as to include that part of Braintree known as the Navy Yard and also the

or defending the right.

The Sun has never betrayed the people and if they always followed its advice in disregarding political shams and humbugs, they would not be fooled as often as they have been in men who adopt various methods of deceiving the public and getting elected to office under false pretences.

In some quarters, chiefly among the dupes of unscrupulous politicians who

policy and any paper so controlled would be unworthy of publication. Reporters are beyond question one of the most reliable classes of men in the entire community and if untruths or inaccuracies appear in their reports, it is because those from whom they seek the truth, tell untruths. The reporter's position depends upon his being at least as reliable as the sources

that it was throttled in San Francisco, in St. Louis, in Philadelphia, in Chicago, New York and other cities. Were it not for the criticism and vigilance of the press corruption would become rampant throughout the land.


The service which the honest newspapers have rendered in this respect has been of incalculable value to American cities. Yet these newspapers

BARTLETT & DOW HARDWARE DEALERS

216 Central Street, Lowell, Mass.

All the paper roll lifts for The Sun Press, together with the equipment for dropping the rolls into the press room, were furnished by us. We also furnished the best and most satisfactory hardware used throughout the building.

THE FAMOUS CORBIN DOOR CHECKS for which we are sole agents were installed after a competitive test against all the leading makes in the country.

 We can serve you if you want hardware of any kind, in any quantity.

DESTRUCTIVE COMPETITION IS

often monetary—price combining factor and consideration as well.

RESULT

Dissatisfaction on part of buyer or seller and usually distrust on both sides.

WHICH SIDE ARE YOU ON

There is no half-way. Either you approve or disapprove

BUT

your judgment will tell you upon which side the stability of business depends.

CONSTRUCTIVE COMPETITION IS

rarely monetary—service being the controlling factor and money the consideration.

RESULT

Co-operative satisfaction in that buyer and seller both profit.

Personally we're strong for the constructive and if you are working along the same lines, to get in touch with you would be a pleasure. Just phone 2244 or write.

BARR ENGRAVING COMPANY

53 BEECH ST.,

LOWELL, MASS.

 MAKERS OF THE SUN ENGRAVINGS

A Free Press is the Palladium of the People's Rights

do not get credit for their work in behalf of clean government.

When some ministers thought of getting out an ideal newspaper and undertook to publish a paper such as in their opinion Christ Himself would publish were he on earth, the result was not nearly as good even from the Christian standpoint as hundreds of papers published by laymen throughout the year without any pretence to religious motives.

Next to the church the press is the greatest power for good in the land and its work should not be scoffed at.

minimized or misrepresented, because of the shortcomings of a small number of unprincipled newspapers or by the frothings of the yellow journals and sensational sheets which make a specialty of scandal and scurrility.

THE FLAGS OF ALL NATIONS

Since the erection of the new Sun building it has been the custom of the proprietor to float the flags of all the leading nationalities represented in our population from the flagstaff of the building on their respective national festival days with the Stars and

Stripes above them. For this practice there is a special reason.

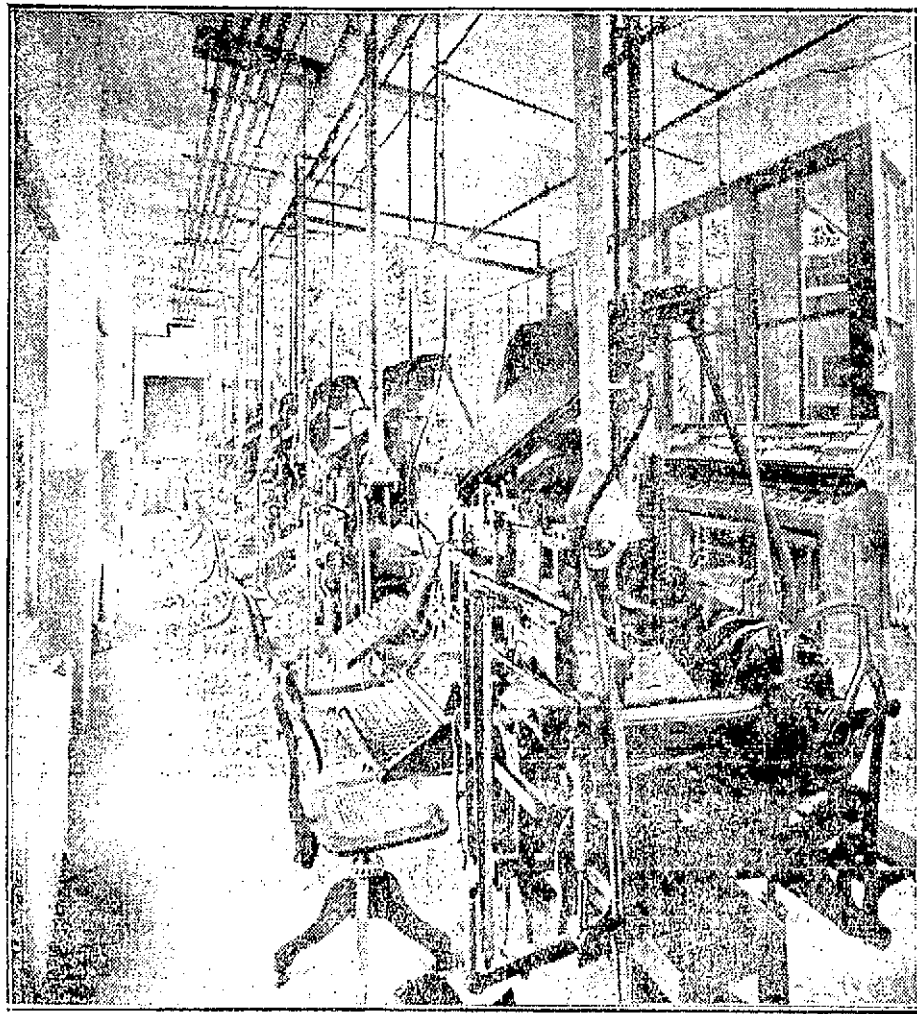
In carrying out this idea of floating the flags of all nations from the flag pole of the Sun building, some difficulties had to be encountered that are not at first apparent. Mr. Harrington decided that if the innovation was to be entirely successful, no nation of any importance was to be overlooked, and he turned over to the manager of the building the task of providing the various flags. Many firms in America advertise themselves as makers of the flags of all countries but their cat-

alogues almost invariably showed that some important emblems were missing. Accordingly in some cases the representatives of foreign nations acting in some official capacity in this country were communicated with, and the result was that stored in the Sun building are the flags of practically all the nations that claim a flag, waiting for their respective days of celebration to wave above the home of The Lowell Sun.

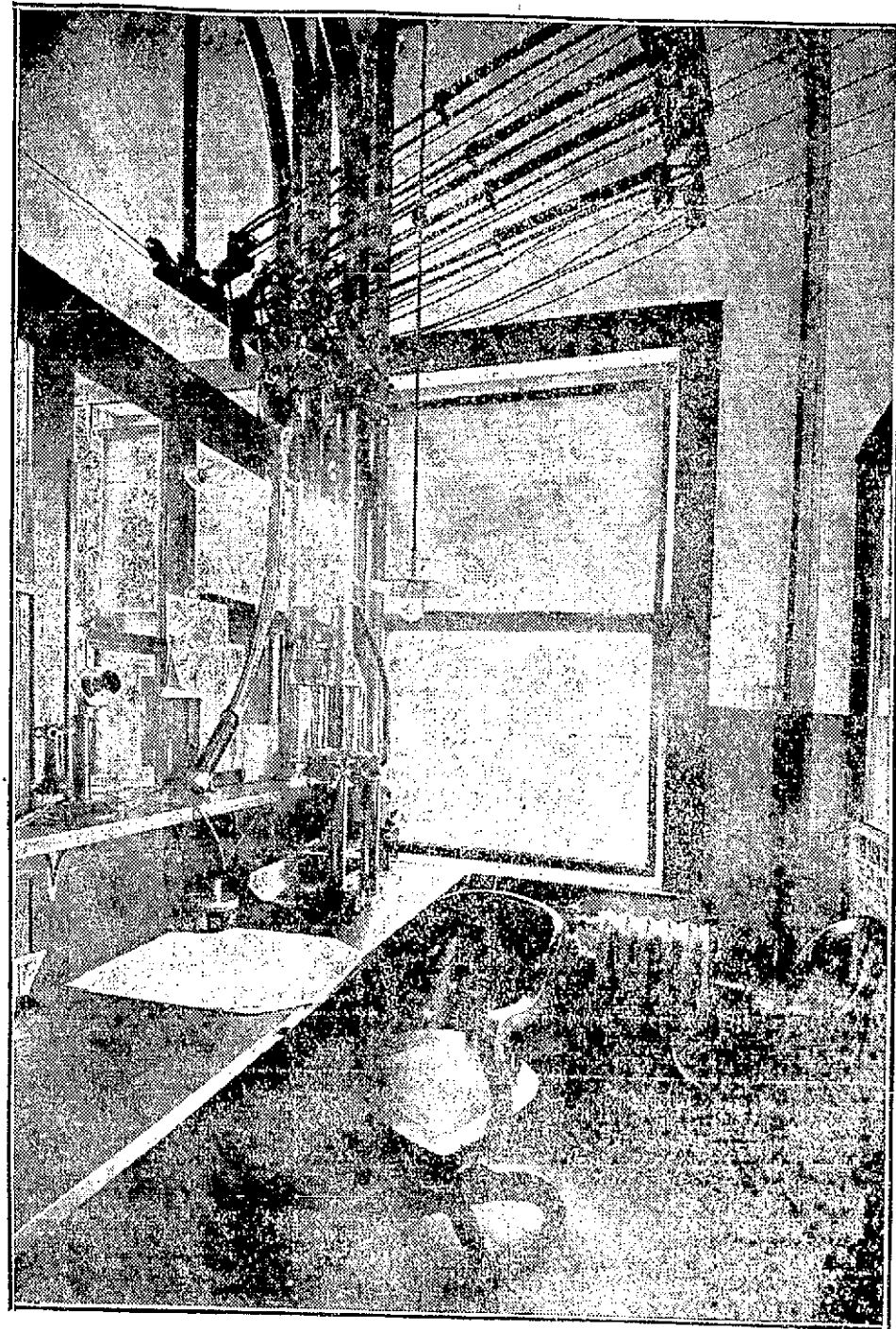
Another problem was to decide the proper day on which to fly the flag of some country whose chief festival was not clearly defined. Many members of some race when interviewed held different opinions as to what might be considered the national holiday, and to decide the matter the problem was again referred to the consul or ambassador of the country whose chief holiday was under consideration. In this way the proper day was clearly established beyond the shadow of a doubt. Some nations have fixed holidays such as our Fourth of July, but in other cases the birthday of a king or emperor is officially celebrated as the greatest day in a national sense. In some countries the anniversary of the birth or death of some great national hero is held especially sacred. The manager of the Sun building has had an excellent opportunity to add to his fund of historical and geographical knowledge by the authorities he has consulted and the many letters received in his quest of national flags and the proper day or date on which to float them from the flag pole of the Sun building—under the Stars and Stripes.

It is with a look of surprise, and in many cases of delight blended with some tender emotion, that hundreds have looked up from the busy streets to see an unusual emblem floating from the summit of Lowell's highest and most beautiful building since its completion. It may be the brilliant blue and white flag of Greece, the tricolor of France, the red, white and green of united Italy, the fair flag of Sweden, the emerald green of Ireland with its golden harp, the many-barred flag of the New China, or any of the others which have heretofore been strangers to most of our people. These flags have added a touch of genuine sentiment to our prosaic business life and they have meant much to those who have reasons to love them as strongly as those which bind the hearts of our own people to Old Glory, the grandest flag of them all.

The floating of the flags of all nations from the summit of the Sun building is typical of the spirit that will mould the people of all races coming to our shores into a grand Amer-



BATTERY OF LINTYPES, SUN COMPOSING ROOM



CITY EDITOR'S DESK
Showing Tubes for Carrying Copy and Sending Bulletins

SOME OCCUPANTS OF THE SUN BUILDING

—MISS—
Katharine F. Hennessy
LADIES' HAIR DRESSING PARLOR
MANICURING, FACIAL MASSAGE
ROOM 602, SUN BUILDING Lowell, Mass.
HAIR AND SCALP TREATMENT

Miss Anna Ouellette
GOWNS AND ROBES
ROOMS 701—702 SUN BUILDING
—TELEPHONE 2683—

C. M. SAUNDERS
—CHIROPODIST—
ROOM 608 SUN BUILDING
(Telephone 1981-R)

J. F. DEURY,
General Manager
We have men and women
operators in all the principal
cities of the country.
Telephone connection.
**BOSTON CRIMINAL and COMMERCIAL
INVESTIGATORS**
—ESTABLISHED 1890—
DIVORCES, BLACKMAILING, ACCIDENT
Criminal Cases of All Descriptions
SUN BUILDING MERRIMACK SQUARE

Mary Dunlap-Leighton
MILLINER
ROOMS 905—906 SUN BUILDING

CHRISTIAN SCIENCE READING ROOM
ROOMS 401—402 SUN BUILDING
Open every afternoon from 2 to 5, and on Monday and Saturday
evenings from 7 to 9—Sundays and holidays excepted.
A cordial invitation is extended to the public to visit the rooms, and
opportunity afforded visitors to read or purchase the authorized literature
on Christian Science.

Bennett Silverblatt
ATTORNEY-AT-LAW
ROOM 803 SUN BUILDING
Telephone 1500

LAW OFFICE OF
Frederick P. Marble
SUN BUILDING, ROOMS 805-808
LOWELL, MASS.

—Telephone Connection—
WILLIAM D. REGAN
ATTORNEY-AT-LAW
803 SUN BUILDING LOWELL, MASS.

Tyrants Dread an Honest Press More Than a Hostile Army

ican citizenship. Those who come to America from distant climes, dazzled perhaps by the greater opportunity here or the promise of freedom, bring in their hearts love of country and love of kindred. Feelings of reverence for national memories are blended with their deepest and holiest thoughts. They should not be told that in the abandonment of reverence for what they have held sacred lies their only chance to adopt the qualification of American citizenship. While they are being urged to love and respect all that America gives them they should be shown that America will respect their feelings and traditions. The foreigner who comes out of the mill or workshop tired and dispirited after a hard day's work will be made a better American, if on raising his eyes he sees floating on the summit of the Sun building, under the protection of the American flag, the symbol that to him means so much that is holiest and dearest in life. The veneration of an adopted citizen for his mother land as represented by her flag may be compared to his love of his mother, while his devotion to the United States may be likened to the love of his wife. That a man venerates the flag of his motherland does not detract from his loyalty to the Stars and Stripes. Therefore we say, long may the flags of all nations float from our flag staff in the free air of America over the hosts of foreigners and descendants of foreigners, all loyal to the Stars and Stripes.

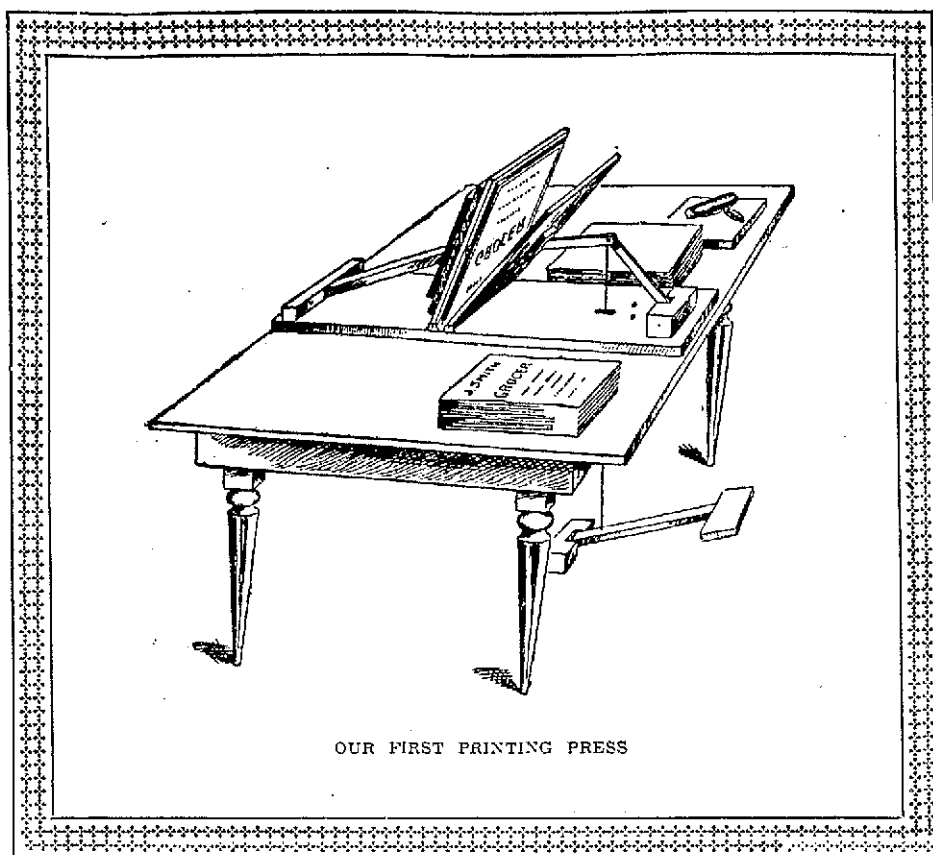
MAGNIFICENT OIL PAINTINGS

Two magnificent oil paintings have been hung in the business office of The Sun and on account of their artistic merit and the interesting local subjects treated, they have elicited a great deal of favorable comment. Reproductions of these paintings appear on pages 1 and 3 of the third section of this issue of The Sun. They are very appropriate for a newspaper office, showing, as they do, in the most artistic manner the source of our water power as "the cause" and a long line of factories on the river bank as "the effect"—explaining our location and industrial growth as a great textile city.

One of the paintings represents Pawtucket Falls, which, as all know, is the beginning of the water power system of Lowell; the other, the mills on the Merrimack, taken from Bridge street on the Centralville side showing the raceways through which the water passes after turning the turbines.

The paintings are each about twelve feet long and the perspective is so true and the coloring so artistic that both scenes are pronounced wonderfully accurate and faithful in every detail. The lights and shades of the ever blending landscape hues are brought out with a degree of artistic technique that is indeed very rare.

Both paintings are the work of the well known local artist, Mr. John I. Coggeshall, and are generally conceded to be his masterpieces. The proprietor of The Sun commissioned Mr. Coggeshall a year in advance of the completion of the Sun building, to produce these two paintings. The work was started in his studio at Lanesville on Cape Ann, near Gloucester, where Mr. Coggeshall



OUR FIRST PRINTING PRESS

spends the greater part of his time and does most of his work, but both canvases received their final touches in his Lowell studio.

Both paintings are made from special sketches and studies by Mr. Coggeshall and they are conceded to be faithful reproductions of the beautiful scene they depict. The view of the Falls includes a perspective view from the bridge up the river reaching almost as far as North Chelmsford. The foliage on one side and the active boating scene on the other make a beautiful subject. The Vesper club boathouse, the ice houses, and even the steamer departing for a trip to the island, are shown in a most faithful manner.

The rocks on the Pawtucketville shore, which represent over two weeks of study and labor on Mr. Coggeshall's part, are so very faithfully done, that residents in that vicinity actually pick out the formations to the minutest detail. The scene represents early summer on the river when the Falls and the surrounding country are at their best.

The painting of the mills takes in the entire stretch from Centralville bridge to Aiken street bridge, including the Boott, Merrimack and Lawrence mills, with all their stories, beltries, chimneys, raceways, etc., depicted with a realism that bespeaks the master touch of the artist. The reflection of the chimneys in the moving water is conceded to be a most marvelous work of the artist's brush, and the coloring is so true as to almost lead one into believing that he is standing on Bridge street viewing the actual scene.

OUR FIRST PRINTING PRESS

Adjoining is a sketch of the first press built and operated by the proprietor of The Sun and his brother in 1868. It was built of wood with iron braces and erected on a common kitchen table. The work of construction was carried on nights and occupied about three months, the boys being obliged to work in the mill in the day time. Through the centre of the table ran an iron rod connecting the toggle of the press with the impression lever which was operated by foot. The inking of the type was done by hand and the press was used for printing paper bags, business cards, etc. The capacity of the press was about 200 impressions an hour. The boys worked on the press nights after their day's labor in the mill, and it generally took about three or four nights to print 1,000 paper bags, for which they received the munificent sum of 75 cents. Two thousand impressions a week was the average output of their little printing office, which was situated in the attic of a tenement building in Market street on the site of the brick structure now owned by the heirs of Mr. N. J. Wier. The size of the sheet which it was possible to print was about one-quarter of a page of The Sun.

Everything has a beginning, and every good thing has a small beginning. The little press illustrated above, built and operated by two boys in an attic forty-eight years ago, was the real beginning of The Lowell Sun. Thoughtful people will need no better illustration of the wisdom of the prophet who said: "Despise not the day of small things."

SOME OCCUPANTS OF THE SUN BUILDING

A WELL dressed letter or form letter will sell more goods than a well dressed salesman.

My mission is to produce more business for you Mr. Busy Business Man. Mine isn't the common place sort of work—it has the snap and pulling power that always attends well done work.

TYPEWRITING, MULTIGRAPHING, MAILING,
ADDRESSING, FOLDING

MARIE SHINKWIN

PUBLIC STENOGRAPHER

711 Sun Building

Telephone 971

THE SUN BUILDING BARBER SHOP

— IS —

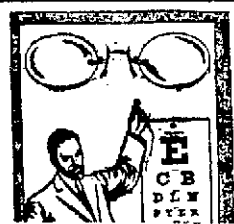
"The Classiest Shop in Town"

Absolute Cleanliness—All Instruments Sterilized. The Most Attractive, Sanitary and Up-to-date Barber Shop in Lowell.

CHAS. H. GLIDDEN, Prop.

ENTER MERRIMACK OR PRESCOTT STREETS

ABEL R. CAMPBELL



Optical Service

In every trade, profession or branch of work, there are found a few men who from special fitness, training or education are better prepared to serve you in their line than the multitude of others in the same field.

Optometry requires special ability in both professional and mechanical work and men who are fitted to do both equally well are scarce. With a thorough training in the Philadelphia Optical College, the most complete equipment for eye examination in the city now located in Lowell's most modern office building. I furnish glasses with a thorough examination for \$2, \$3, \$4, \$5 and up.

SUMNER H. NEEDHAM, O.D.

OPTOMETRIST

303 SUN BUILDING

Hours: 10 to 12, 2 to 5:30 and 7 to 8:30. Telephone 4280.

Established
in 1890

Delorme,



**= THE =
HATTER**

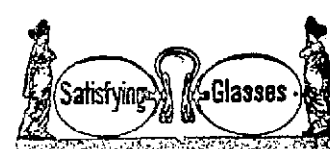
We use the Conformer
System of measurement

Invites the public to come and examine his work in Repairing Old Hats and Finishing New Ones in Silk, Straw and Felt, at

SUN BUILDING, 15 PRESCOTT STREET

Telephone 2643

Straw Hat Bleaching a Specialty



That's the kind you want, that's the kind you get, if I make them. If you wear glasses, are you satisfied that they are fitted to your eyes, are the lenses made the proper shape to look good on you. Have they given your eyes that relief which you expected they would.

Can you read and work without any effort of the eyes. Can you attend the theatre without your eyes becoming tired and aching.

I can put your old lenses into a new mounting at a very small cost, or furnish new glasses complete and examine by my most improved method for \$2, \$3 and \$4.

J. H. ROGERS

OPTOMETRIST

502 SUN BUILDING

When You Break Your Glasses Tel. 2654

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COAL, OTTO COKE and
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OFFICE 404

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Office and Yards Gorham and Dix Streets.

Prompt Service.

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810-812 SUN BUILDING

Watchmakers and Engravers

OUR WORK IS
OUR BEST
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Tel. 1730

WATCH, CLOCK AND JEWELRY REPAIRING.
DIAMONDS AND WATCHES.
WEDDING RINGS.

D. J. DUANE

JOHN H. ADRIAN

DISTRICT MANAGER

Mass. Bonding and Insurance Co.

Fidelity and Surety Bonds. Insurance of All Kinds

BEST ACCIDENT AND HEALTH INSURANCE

POLICY ON THE MARKET

Established reputation for prompt and liberal payments to

POLICY HOLDERS

204 SUN BUILDING

TELEPHONE 1387

Attorneys-at-Law

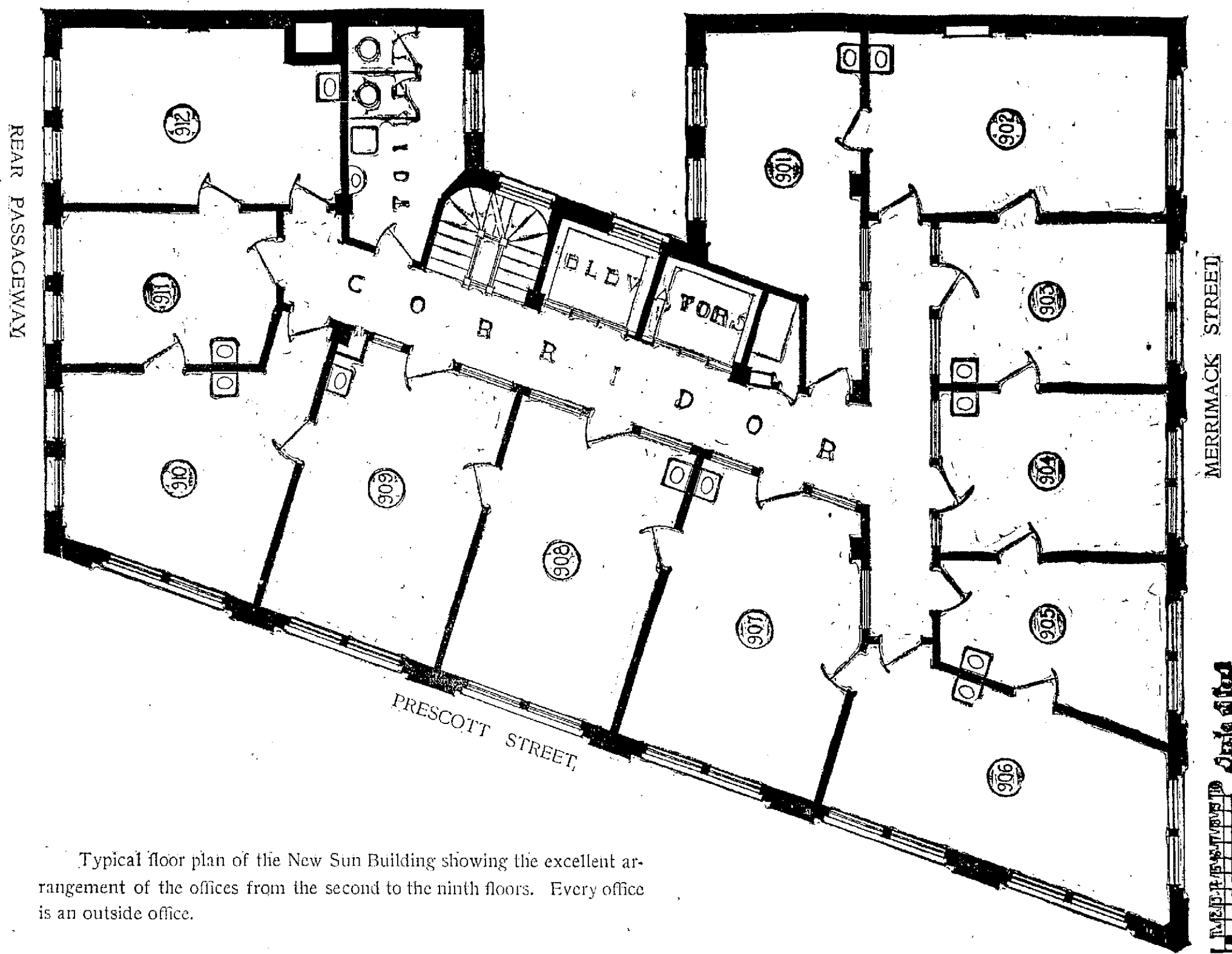
805-808 SUN BUILDING

FREDERIC A. FISHER

FREDERICK P. MARBLE

EDWARD FISHER

CHARLES L. HILDRETH



Typical floor plan of the New Sun Building showing the excellent arrangement of the offices from the second to the ninth floors. Every office is an outside office.

JOHN J. SULLIVAN

LOWELL'S LEADING TAILOR

—SUN BUILDING—



CUTTING AND SALES ROOM

High Grade Custom Clothes

Showing a wide variety of special designs in thoroughly reliable foreign and domestic fabrics, different in design, novel in decoration and up to the minute in style. Drop in and see them.

DR. ALLEN

—SUN BUILDING—

Knows But One
Dentist in Lowell
Who Can Do Ab-
solutely Painless
Dentistry.

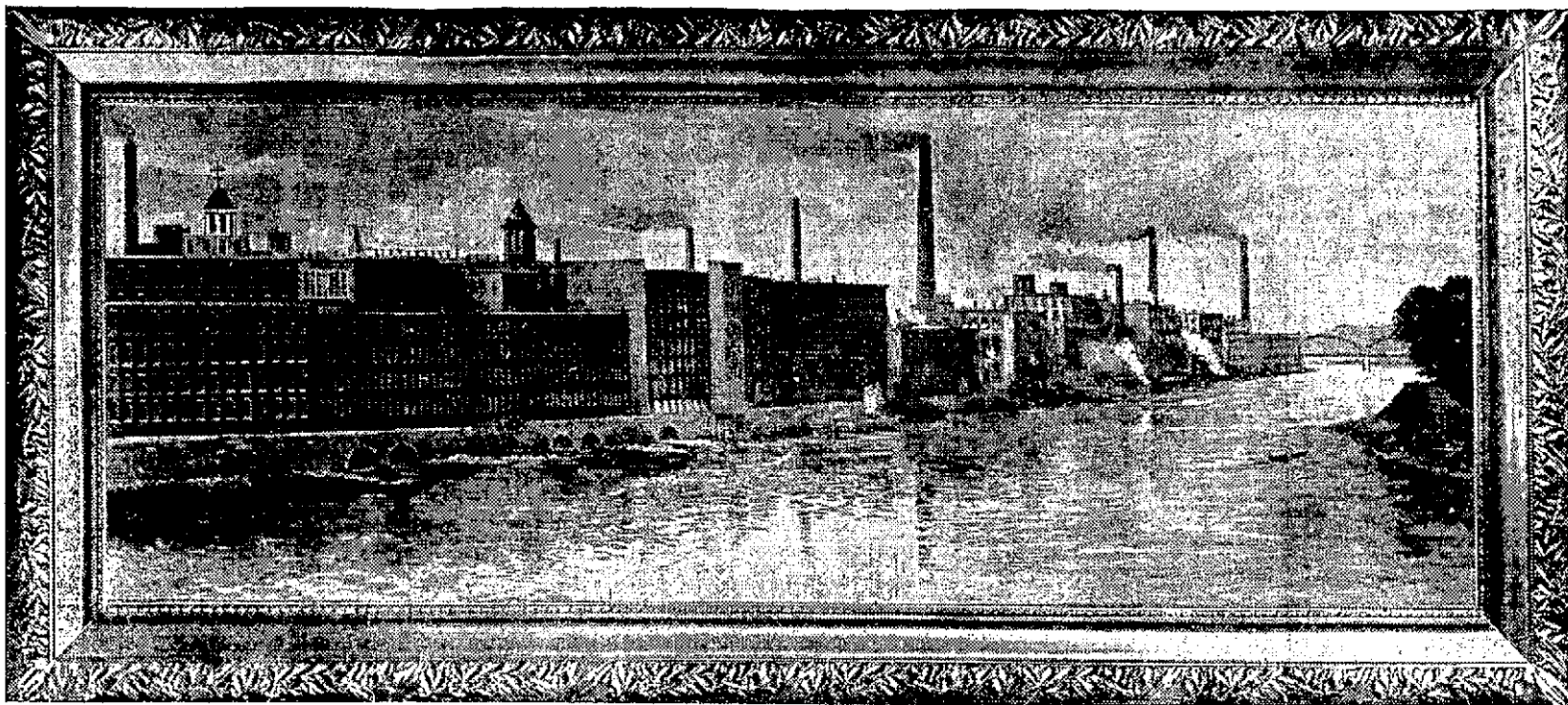
EU-COLA DOES IT

LOWELL THE HOME OF INDUSTRY

STORY OF THE
SPINDLE CITY

Lowell a Pioneer in the
Great Textile Indus-
try of the World

A Hive of Busy Workers
and a City of Con-
tented People



MILLS ON THE MERRIMACK RIVER AT LOWELL, MASS.
From Coggeshall's Great Painting in The Sun Office

LOWELL GOODS
ARE FAMOUS

Sold in All the Great
Markets of the World
and Never Excelled

The Standard of Excel-
lence for Three Gen-
erations and More

that time the ground was not shaken
by the humming of a great press, and
the typographic art was yet to be
evolved to a point where four editions
a day would emerge from the spot
where the wigwam stood.

We might begin with the discovery
of the Merrimack river, which took
place under the auspices of Henry
the Fourth, known as Henry the Great,
whose reign is recorded as one of the
most brilliant in the annals of France.
In the year 1503 Pierre Du Gua, Sieur
de Monts, a prominent Huguenot chief,
was created Lieutenant-general and
vice-admiral and vested with the
powers of governor of New France,
which at that time embraced our
eastern and middle states, together
with the Dominion of Canada. This
new dominion was then called Acadia.

Many excellent histories of the city
of Lowell have been written by men
and women who have been desirous of
paying the tribute of lasting remem-
brance to the city's founders, as well
as to relate the narrative of her prog-
ress from the earliest days. Further-
more, these accounts have dealt with
every phase of the city's growth and
prosperity.

It is not our intention to write an-
other history of Lowell. Believing,
however, that some of the most im-
portant and most noticeable bits of
Lowell's history are unknown or at
least but dimly guessed at by many
citizens, perhaps because business
cares, and interest in the future of the
city have prevented a delving into her
past, it is The Sun's intent to sum-
marize the various periods of the city's

progress as briefly as possible into a
story of Lowell that will bear the
souvenir Industrial edition of her
greatest newspaper.

That Lowell has grown to her pres-
ent important position among the in-
dustrial cities of the country is due to
two principal facts, namely, the quality
and fine stamina of her founders and
her citizens, and the wonderfully fav-
orable topography of her location.
In regard to the latter fact, we
gleam from the histories the accounts
of the discovery of the Merrimack

and Concord rivers, and from subse-
quent settlements we are aware that
the first of those hardy colonists from
whom are directly descended many of
the present residents of "The Spindle
City," realized the great value of insti-
tuting a settlement at the junction of
the Merrimack and Concord rivers.
Thus, the abundant water power of
the two streams is one of the promi-
nent factors in the city's greatness.
One historian, familiar with the writ-
ings of Herodotus of Egypt and the
Nile, makes use of that ancient writ-

er's phraseology in calling Lowell "a
gift of the Merrimack." How that
natural source of power was augment-
ed and in fact practically doubled or
tripled by skilful engineering will be
recounted briefly on another page.

Forgetting for the moment, industry,
and shutting our ears to the hum of
the mammoth mills, the sounds of
which and the thoughts they inspire
within our practical, calculating
brains, cause us to dwell rather upon
the financial realization of Lowell re-
sulting from her successful record, let
us glance for a brief interval at the

more romantic chapters in this re-
markable story.

Those who are familiar with Amer-
ica's early history and more especially
with the deeds of the first colonists
who settled in New England, are
aware that Lowell and Lowell men
have contributed their generous share
to the glowing pages of the record, not
by the pen, but by acts of bravery and
patriotism which have since the days
of the first men, inspired the wielders
of the pen.

Centuries ago, when Pawtucket Falls

formed the favorite fishing ground of
the Indians, the very center which we
now refer to as "The Square" may
have been the site of the central part
of one of the Indian villages; perhaps
at the very spot where now towers

THE SPLENDID SUN BUILDING

may have been erected the wigwam of
the chief, with his subjects busily en-
gaged in recording for the eyes of the
other tribes, and the coming genera-
tions, the great deeds of the proud
redskin leader, by means of blanket
weavings and picture stories, for at

Merrimack Manufacturing
Company

FOOT OF DUTTON STREET

INCORPORATED 1822

CAPITAL \$4,400,000

HERBERT LYMAN, Treasurer

53 State Street Boston, Mass.

SELLING AGENTS

LAWRENCE & CO., BOSTON AND NEW YORK

JUDE C. WADLEIGH, Agent

GOODS MADE

PRINTS, CORDUROY, VELVETEENS, MERCERIZED
GOODS, MISCELLANEOUS CONVERTING
GOODS, ETC.

MERRIMACK MFG. CO., HUNTSVILLE, ALABAMA

Mills Owned and Operated by this Company

INCORPORATED 1825

Hamilton Manufacturing
Company

JACKSON STREET

CAPITAL \$1,800,000

ARTHUR R. SHARP, Treasurer

201 DEVONSHIRE ST., Boston, Mass.

CLARENCE WHITMAN & CO., SELLING AGENTS, NEW YORK

KINDS OF GOODS MADE

Flannels, Ticks, Stripes, Drills,
Shirtings and Combed
Hosiery Yarns

THE CITY OF TIRELESS ENERGY

On the seventh day of March, 1604, De Monts set sail with an expedition to establish a colony in the territory which he was to rule. He arrived early in April and at one time during the following summer he engaged in conversation with the Indians at the banks of the St. Lawrence river, and they told him of another beautiful river lying farther to the south which they called the Merrimack. He spent the following winter on the island of St. Croix in Passamaquoddy bay amid severe hardships. On the 15th of June the following year De Monts sailed from St. Croix and explored the coast southward. On July 17, in the course of his voyage, he entered the bay at which the city of Newburyport now stands, and there discovered the Merrimack river at its mouth. This discovery is recorded by his pilot.

From the earliest days, too remote even for the historians, the Pawtucket Falls on the Merrimack and Wamesit Falls on the Concord were the sites of populous villages of the Pawtucket or Pennacook Indians. At these very places where at the present age young gallants of the city are wont to take their ladies for a stroll on a summer evening, along the boulevard, or

THE CANAL WALK.

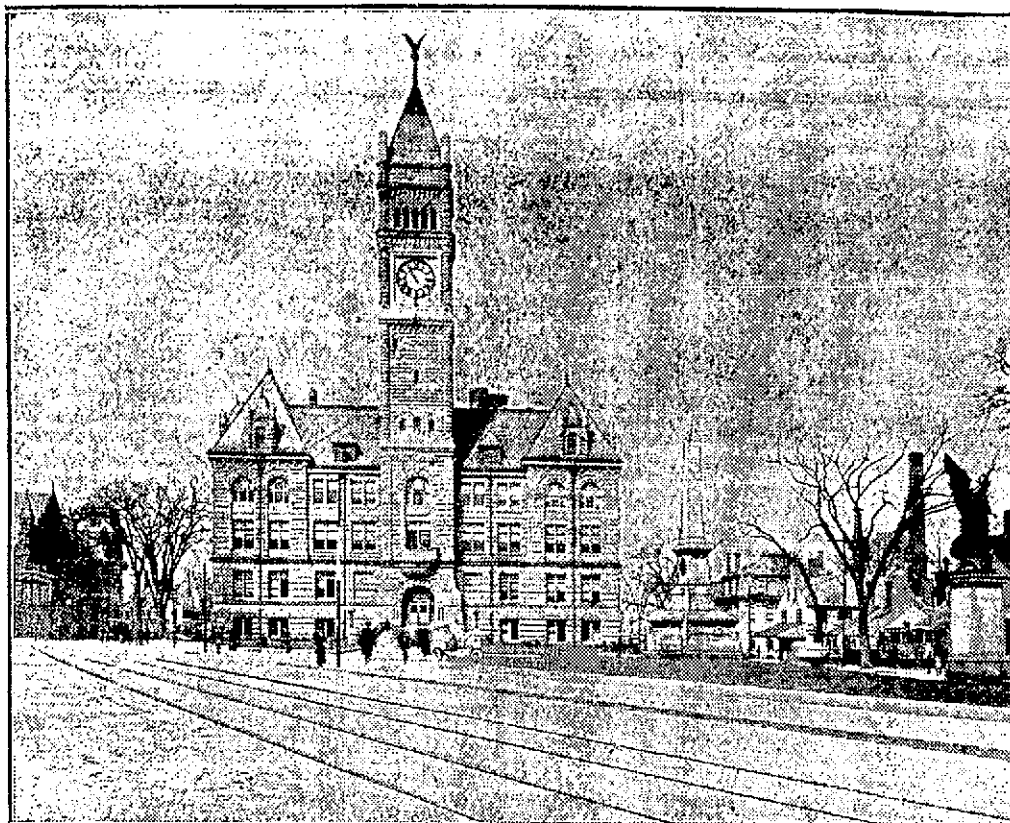
perhaps the young braves of the ancient Indian tribes frequented. Where

are now situated camps of merry-makers along both rivers, centuries ago were heard the warwhoops of the warriors, the war dances were executed and later the pipes of peace were smoked.

About 1647 Rev. John Eliot "the Apostle of the Indians" began missionary work among the tribes and in 1653 established where Lowell now stands, a settlement of converted Indians which was known as Wamesit. This, a few years later, figured prominently in the Indian history. About the same time, Captain Simon Willard and Captain Edward Johnson, under a commission from the Colonial government, sailed up the Merrimack to Lake Winnepesaukee, and explored the territory along the banks. This trip inspired them with a realization of the great promise of the country and the opportunity for development. As a result of their trip, a new impetus was given to the work of establishing settlements, and that impetus was felt by those who had located in the district which at present comprises the city of Lowell.

On May 29, 1855, the general court incorporated the towns of

BILLERICA AND CHELMSFORD, both of which later figured prominently in the establishment of Lowell. John Eliot, "the Apostle," and others



CITY HALL, LOWELL, MASS.
Showing Ladd and Whitney Monument and Statue of Victory.



PUBLIC LIBRARY AND MEMORIAL BUILDING

who had gained the confidence of the Indians by their kindness, and evident lack of desire to rob them, in order to secure the Indians from being dispossessed of their lands, procured the passage of an act by the general court, setting aside a certain territory, which includes a portion of the land upon which our city now stands, for the exclusive use of the Indians. The general court later modified the bounds of the Wamesit reservation, and of the town of Chelmsford, and a ditch, traces of which are said to be still visible, was cut to mark the boundaries of the reservation.

The section of Belvidere known as FORT HILL

received its name from the fact that at one time it was the site of a fort

built by the Indians from New Hampshire, headed by Wannalancit, as a protection against the Mohawks, from whom they feared an attack. Later occurred the terrible war known as King Philip's war, in which many were killed. During this war Billerica was unharmed, but Chelmsford was on more than one occasion visited by partisans of King Philip, and once several buildings were burned. Two sons of Samuel Varnum, living in what is now Draught, were shot by Indians while crossing the Merrimack in a boat together with their father. Later both Billerica and Tewksbury suffered from raids of hostile Indians, and several of the inhabitants were killed.

As has been said before, one of the

principal factors of the growth and success of Lowell as a manufacturing city, is its remarkable location at the junction of the Merrimack and Concord rivers, and this fact is emphasized in all the histories that have been written. Long before Lowell was incorporated even as a town, those whose study of the country, and whose interest in the manufacturing industry led them to examine the Merrimack river to determine the value of its power, unanimously decided it to be

AN IDEAL LOCATION

for manufactories. Naturally, it appears to have been a case of the mills first and then the town. The story of the men who became interested in the manufacturing possibilities shall be reserved for another section to deal

with the history of the mills, with one exception, that of Francis Cabot Lowell, after whom our city was named. Francis Cabot Lowell was the originator of cotton manufacturing as we have it in America today.

Mr. Nathan Appleton and Francis Cabot Lowell met in Edinburgh, Scotland, the former on a business trip to Europe, while the latter was forced to take the trip because of the feeble condition of his health. Mr. Lowell realized the importance of the manufacturing industry as a source of national wealth and determined to make a special study of the conditions, examining machinery, etc. His intent was to introduce the methods, with improvements, no doubt, in the United States and he confided this plan to his friend, Mr. Appleton. Mr. Lowell had previously been engaged as a merchant in Boston.

Not long afterward Mr. Lowell returned to Boston, with the belief that the cotton manufacture, then monopolized by Great Britain, could be successfully introduced in this country. He realized that the conditions in general were better here for the project, than abroad; that the water power was more abundant, that the raw cotton could better be produced here, and taking also into weighty consideration, the progressive spirit of the American people, he set about at once to put his ideas into practice and confided in his brother-in-law and fellow townsman, Patrick Tracy Jackson.

Jackson eagerly assented (this was about 1813), and the result was the incorporation of Messrs. Lowell, Jackson, Appleton and others as the

BOSTON MANUFACTURING CO., with a capital of \$100,000. Water power was purchased at Waltham and the power loom was successfully started in 1814, just about 100 years ago. We shall not go further into detail now regarding the carrying out of this project, but will simply state that the materialization of the ideas of Mr. Francis Cabot Lowell was successful in the highest degree. Thus was the man after whom our city was named, well worthy of having named to his memory and honor, so great a manufacturing and industrial center as Lowell.

It is hard for us of this age to comprehend Lowell as a part of Chelmsford, but such was once the case. By the spring of 1825 the new village of East Chelmsford was rapidly outgrowing the town of Chelmsford of which it was a part, and it became more and more evident that it was too far removed from the township's center. The growth of this eastern portion continued until division became desirable. The new town was created in 1826 and was called Lowell after the founder of the famous Waltham enterprise. It was on March 1st of that year most of East Chelmsford was

SUPERSEDED BY LOWELL.

Here is material for thought for the



SECRETARY'S OFFICE, LOWELL BOARD OF TRADE.

BOOTT MILLS

TREASURER'S OFFICE

79 MILK STREET

BOSTON, MASS.

MILL OFFICE

Foot of JOHN ST.

LOWELL, MASS.

FINE COTTON CLOTH

Army, Numbered and Combed Duck

Corduroys and Seamless Bags

160,000 Spindles

3500 Looms

SELLING AGENTS

Wellington, Sears & Company

93 FRANKLIN STREET

BOSTON

MASSACHUSETTS

INCORPORATED 1833

MASSACHUSETTS COTTON MILLS

Bridge and Merrimack Streets, Lowell

CAPITAL - - - - - \$3,000,000

EDWARD LOVERING, Treasurer, 53 State St., Boston

GOODS MADE

Flannelettes, Denims, Chambrays,
Stripes, Plaids and Miscellaneous
Converting Goods : : : :

WILLIAM A. MITCHELL, Agent
A. E. GREGORY, Superintendent
J. R. COVE, Master Mechanic
DAVID HEALEY, Paymaster

SELLING AGENTS

Smith, Hogg & Company

140 Essex St., Boston and 115 and 117 Worth St., New York

LOWELL THE CITY OF PROGRESS

people of this city today, to whom the mention of Chelmsford brings up a far different picture. Here, too, is an interesting bit of history for the consideration and study of the men who delight in the contemplation of civic and industrial growth, the fact of one small division of a town outgrowing the township, being divided, made another town and growing into a flourishing city. Herein is where the wisdom and excellent foresight of the men mentioned in the Waltham and Lowell manufacturing projects are shown in their selection of sites.

LOWELL WAS MADE A CITY

In the year 1836 and the first mayor was Elisha Bartlett. This was the second great mark of its wonderful growth. The territory comprising Lowell had since its first incorporation as a town been augmented in 1834 by that portion of the city now called Belvidere, which was annexed from Tewksbury. In 1851 Centralville was annexed from Dracut, and in later years Middlessex Village and also some other portions of the town of Dracut were annexed, and in 1856 192 acres were taken from Tewksbury and in 1866 Wigginsville, leaving the city as it is today.

LOWELL'S CANAL SYSTEM

A glance at the origin and development of the city's waterways would be most appropriate, following the account of the mills for the operation of which they furnish the power.

Today we have a canal system that is generally acknowledged to be the best in the country; like many other things, these artificial waterways have become a part of the city and hold forth no wonders to the gaze of the ordinary citizen who concerns himself more with the consideration of present profit than with the circumstances and methods of their origin. One can today walk but a very short distance through the heart of the Spindle City without crossing one or more of the branches of our canal system.

The location of the city at the point of union of two important rivers was most favorable for the successful establishment of an artificial system of water power. There are, moreover, several smaller streams, which are important factors in the story of the mill development.

To get at the very beginning of the WATERWAYS HISTORY

of Lowell, one must go back approximately a century and a quarter to a



PAWTUCKET FALLS AT LOWELL ON THE MERRIMACK
From Coggeshall's Great Painting in The Sun Office

period considerably previous to the incorporation of Lowell as a town. The first important waterways project we hear of, which, by the way, is recorded as the first undertaking of the kind in the country, was set on foot as far back as 1792 by the Locks and Canals company, an organization that played a most important part in the early history of this district, and which at the present time is recognized as a leading factor in the industrial development along the Merrimack river.

This company was organized under the name of the Proprietors of the Locks and Canals on Merrimack River. Its incorporators were Dudley A. Tyng, William Coombs, Joseph Tyler, Nicholas Johnson and Joshua Carter. The

act of incorporation conferred upon these men certain extensive privileges, such as the power to take land by right of eminent domain, and other powers. This was at a time when what is now Lowell, was a part of Chelmsford.

The incorporation of this company was primarily for purposes of navigation but as afterward developed, the uses of the canals which it constructed were more important in the furnishing of water power than as means of transportation. Their intention was to facilitate the bringing of products of the country above us on the river down to the sea shore. To this end they constructed the Pawtucket canal, starting at a point on the Merrimack river near present Vesper boat house.

This Pawtucket canal followed the course of the present canal across Broadway, thence parallel to Middlessex street, passing near the Lowell Machine shops, to the Middlessex yard, and finally emptied into the Concord river. According to accounts the Pawtucket canal was completed in October, 1796. It contained four locks, was 1½ miles in length and cost \$50,000.

For a comparatively brief period this canal served as an important means of transportation. The company did considerable business in transporting logs from the great forests of the north to the central markets of the east. The rapid growth of the eastern portion of the country at that time was causing a great demand for lumber to be used in the construction of buildings, and

this aided in promoting the business of the new canal. As has been said before, the undertaking was the first of its kind in the country and for this reason was of deep interest.

All in all, nevertheless, the canal proved hardly successful as a means of navigation, as will be explained in succeeding paragraphs in this account. At this point, however, we must return to an important incident already related in the story of the mills, wherein this Pawtucket canal was given mention. Messrs. Appleton, Jackson, Kirk Beatt and Paul Moody visited the canal to inspect it, their interest having been aroused by information furnished to Paul Moody by Ezra Worthen in the event of the former's visit. Shortly following their

visit of inspection, the determination to attempt to acquire the possession of the property was formed and in this they were successful, as has already been related. These men were later incorporated as the Merrimack Manufacturing company. Thus the bearing which the Locks and Canals history has upon the history of the city is evident. We have, by starting from the building of the first canal at the Merrimack, arrived at the period which witnessed the erection of the first mill in the territory which now comprises a portion of our flourishing city.

But to return to the development of the water system, it has been said that the Pawtucket canal, if we weigh only its importance as a means of transportation, was hardly successful. The

reason for this is the fact that a few years after its completion,

THE MIDDLESEX CANAL

was ready to carry lumber and other produce to the better markets of Boston.

The projectors of the Middlessex canal were incorporated in the year 1793 as the Proprietors of the Middlessex Canal. Work of building this new waterway was begun in September of 1794 and the work was completed in 1803. This canal was thirty feet wide and four feet deep. It contained twenty locks and was spanned by about fifty bridges. The cost of it is recorded as \$500,000, a portion of which represented land damage claims. The route of this waterway is described as follows: Starting at Charles town mill pond it passed through Medford, crossed the Mystic by means of a wooden aqueduct of 100 feet, to Horn pond in Woburn, traversing Woburn and Wilmington, crossing the Shaw-shen by an aqueduct and struck the Concord, from which it received its water at Billerica mills. It entered the Concord by means of a stone guardlock, crossing with a floating towpath and passed out on the northern side through another guardlock. Thence it passed through Chelmsford to the Merrimack. Its entire length was 27½ miles. The canal was formally opened in 1804 and discontinued in June, 1853. Many prominent men of the time were stockholders and for a time it proved most profitable. In later years, though, there occurred a drop in the value of the stock. The coming of the Boston and Lowell railroad marked the downfall of this canal company.

Projectors of the mill industry soon set about the construction of canals for water power purposes. The first canal built by them, after they had acquired the rights to the Pawtucket canal from the original proprietors of the Locks and Canals company, was from the basin near the railroad bridge near Dutton and Fletcher streets, down Dutton street, under the Huntington hall site to the Merrimack Manufacturing company. This canal was about 2,580 feet long and was built in 1823. It was the first of several built for manufacturing purposes. It supplied power to the Lowell Machine shop, Merrimack company, Grist mill, and others. Three years later another was built from the basin, or "swamp locks" down the side of what is now Jackson street, fronting the Appleton and Hamilton companies. This was

Lawrence Manufacturing Company

INCORPORATED
1831

INCORPORATED
1831

NORTH END OF SUFFOLK ST., LOWELL, MASS.

CAPITAL - - - - - \$1,250,000

C. P. BAKER, Treasurer, Ames Building,
Boston, Mass.

E. H. WALKER, Agent

EDWARD MARTIN, Assistant Superintendent

GEORGE E. AMES, Mechanical Superintendent

WILLIAM N. BURKE, Assistant Superintendent

JOHN D. RULE, Assistant Superintendent

ANDREW G. SWAPP, Paymaster

E. M. TOWNSEND, & CO., Selling Agents,
Boston, New York, Philadelphia and Chicago

UNDERWEAR, HOSIERY AND
HOSIERY YARN

Tremont & Suffolk Mills

INCORPORATED
1851

SUFFOLK ST., LOWELL

CONSOLIDATED
1871

CAPITAL - - - - - \$2,000,000

JACOB ROGERS, President
CHARLES F. YOUNG, Treasurer
M. A. RAWLINSON, Agent

70 Kilby Street

Boston, Mass.

MANUFACTURE

Cotton Blankets, Cotton and French Flannels, Hosiery
and Warp Yarns, Men's Fleece Lined Knit
Underwear.

Number of Spindles..... 230,000
Number of Looms..... 6,000
Cotton used per week, pounds..... 700,000

SELLING AGENTS

FOR CLOTH and BLANKETS—Catlin & Co., Boston, New York,
Chicago and Philadelphia.

FOR YARNS—Catlin & Co., Boston, New York, Chicago and
Philadelphia.

FOR KNIT GOODS—William Islin Co., 61 and 63 Worth St.,
New York.

OPERATE THIRTEEN MILLS

LOWELL THE CITY OF OPPORTUNITY

about one-third of a mile in length. Later a short canal was built from the Merrimack canal in Dutton street to the Carpet company's yard and still later another was opened following along Suffolk street to the present location of the Lawrence Manufacturing company. The great canal, now called the Northern canal, was constructed in 1846, being built for a way parallel with the river, near Pawtucket Falls, and ending at Suffolk street, where it forms a supply for the Suffolk street canal. The basin near the Lowell Machine shop, known as the scamp locks, was utilized to a large extent in the building of the canals. With the completion of this system, the growth of the section was remarkable.

Lowell, which now has 16½ miles of waterways, is sometimes referred to as

"THE VENICE OF AMERICA."

The canals and rivers divide the city into seven islands, six of which at least, are thickly populated.

Lowell has also played an important part in the agitation of a movement for the perfecting of still another waterway system, namely the deepening of the Merrimack river from Lowell to the sea, which has been the subject of widespread discussion in Boston and the cities of the Merrimack valley for the past few years. There have been hearings on this matter in which Lowell was always strongly represented, and the city never failed to play her important part in any movement for the good of the district.

At present this move is still being contemplated by the government and through efforts of the Lowell board of trade, the Merrimack Valley Waterways association and other similar organizations, the legislators of the district, and the national authorities have been kept constantly in mind of the proposed improvement, which it is believed, would greatly reduce freight rates and the cost of transportation, and promote the growth of Lowell and her sister cities along the Merrimack river.

It is our hope that progressive Lowell will soon have added a big share of the glory of this project to her already long list of notable public achievements.

The story of the mills and other manufactures which derive their power, and in fact, their very existence, from the Merrimack river, is but the story of the city's origin and growth, told in another way.

How Nathan Appleton and Francis

Cabot Lowell met in Edinburgh, Scotland, while one was abroad on business and the other for his health, has already been described, and the reader has been told in a measure, how the two young men produced the plans

ing to the chroniclers. Patrick Tracy Jackson became deeply interested in the project described to him by the other two men, and several others put money into it. Mr. Lowell's mind concerned itself more with the technical side of

hensive study of the conditions of the industry in Great Britain, came to the conclusion that it could be better, more economically, and more successfully carried on in the United States. The establishing of the Boston Manufac-

America and Great Britain. Rather are we concerned with

LOWELL AND THE MERRIMACK. When one now stands upon the great Centralville bridge and looks up or down the river at the long line

We are told that a century ago the greater portion of the land along the rivers, and even where are today situated principal parts of Lowell, was given over to agriculture. The only power derived from the currents of

ers was a brand new step, and a most important one in mill history. Mr. Lowell proposed the law placing a duty upon imported cotton fabrics, and this resulted in the protection of the American Manufacturers against the competition of England. The whole credit of the progressive policy of the company is attributed to Mr. Lowell. He had further large plans, but did not live to see the realization of them.

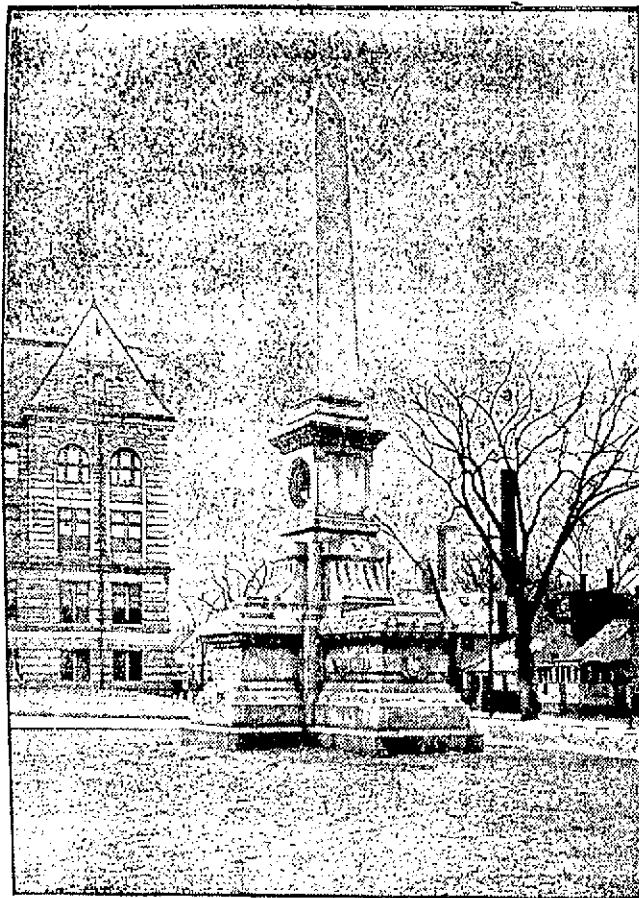
FRANCIS CABOT LOWELL

died September 2, 1817, at the age of 43 years.

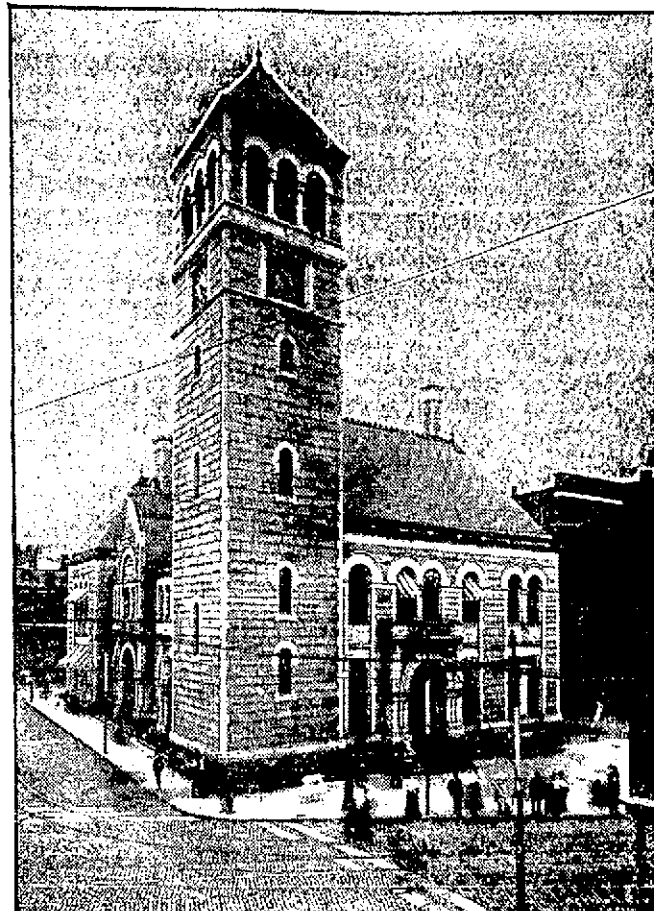
Messrs. Appleton and Jackson of the company at Waltham, remained, however, and were highly elated over the success of their first big enterprise. In 1821 they set about seeking water power for even greater establishments along similar lines. Mr. Paul Moody had become connected with this company, and on one occasion, while visiting Ezra Worthen, outlined his plans. Mr. Worthen mentioned the Pawtucket canal at Pawtucket Falls, saying that it would give the company all the power of the Merrimack river. Together the two men inspected the canal and Mr. Moody described it to Mr. Jackson on returning to Waltham. Mr. Jackson, ever on the alert, was soon convinced that a large manufacturing town could be built up. Quick to act, he at once got into communication with Thomas M. Clark, of Newburyport, agent of the Pawtucket Canal Co., and secured an option on most of the stock of that company.

All of these names, which are being mentioned here so frequently in connection with the history of the development of the mill industry in Lowell, are familiar at the present day. Most of them are now perpetuated as names of streets, parks, or monuments, and are pronounced each day by thousands of people. For instance, there is Appleton street, there is Jackson street, and we recall numerous others. We wonder how great a proportion of the population of Lowell is aware of the great significance which the original bearers of these names carried in the making of Lowell history. Moreover, we trust that this general account, in our souvenir industrial edition, which is available to every person, may be of some benefit in increasing the proportion of those familiar with the city's famous men and founders.

To go back to our subject, Kirk Boott and Mr. Appleton eagerly joined with Mr. Jackson in his new enterprise, and soon all of the stock of the Pawtucket Canal Co. was owned by the Boston company. A large amount



LADD AND WHITNEY MONUMENT



LOWELL POSTOFFICE

which later took root in the fertile ground of the progressive spirit of American business men and grew and branched out into the chief industry of the east, and one of the greatest in the entire country.

The project of Messrs. Lowell and Appleton, which, having sprung into existence in the minds of the two men in Scotland, materialized at Waltham, Mass., was a brilliant success, accord-

ing to the scheme, the water power, machinery, labor and other conditions closely connected with the manufacturing industry. The chief points investigated by Mr. Appleton were those having to do with the commercial side of the project, business conditions at the time, etc.

In 1811-12, England monopolized the cotton manufacturing industry. Mr. Lowell, however, who made a compre-

hensive study of the conditions of the industry in Great Britain, came to the conclusion that it could be better, more economically, and more successfully carried on in the United States. The establishing of the Boston Manufac-

turing Co. at Waltham in 1814 by Lowell, Appleton, Jackson and others was the first step in the demonstration of the theory arrived at by Francis Cabot Lowell. The project, of course, met with many difficulties, which, however, only served to increase the energy of its promoters.

of mills, it is difficult to imagine the appearance of that same river 100 years ago as described in the records. At present, throughout the course of the stream in Lowell, the banks of the Merrimack and Concord are the towering brick walls of the great mill buildings while the sounds of the flowing waters are obliterated by the steady humming of the wonderful mechanism within the huge structures.

the rivers was that which operated a few sawmills, grist mills, or smaller establishments of similar kind.

The project of Messrs. Lowell, Appleton and Jackson grew and prospered, new ideas being constantly evolved. One important feature was the introduction of raw cotton, in place of the spun yarn, with which the mills at first operated. The spinning of their own yarn by the manufactur-

Lowell Textile School

Scientific and practical training in all processes of textile manufacture including all commercial fibres. Complete three-year diploma courses in Cotton Manufacturing, Wool Manufacturing, Textile Designing, Chemistry and Dyeing, Textile Engineering.

Degrees of B. T. E. (Bachelor of Textile Engineering) and B. T. D. (Bachelor of Textile Dyeing) offered for completion of prescribed four year courses.

Positions attained by Day Graduates 1899-1912.

Directors of Textile Schools.....	3
Instructors, Textile or Industrial Schools.....	13
Mill Vice-Presidents.....	2
Mill Treasurers and Agents.....	9
Mill Superintendents.....	20
Mill Assistant Superintendents.....	7
Mill Foremen of Departments.....	18
Assistants to Superintendents.....	2
Mill Auditors and Accountants.....	5
Mill Clerks.....	3
Second Hands.....	9
Textile Designers.....	13
In Commission Houses.....	6
Salesmen.....	6
Purchasing Agent.....	1
Managers.....	10
Chemists, Dyers and Chemical Salesmen.....	44
In Government Employ.....	6
Electricians.....	1
Industrial Engineers.....	8
Mill Engineering.....	10
Trade Journalists.....	3
In Business, Textile distributing or incidental thereto.....	7
Other Business.....	15
Weavers.....	1
Students.....	3
Married Women.....	3
Textile Manufacturing, Unassigned.....	16
Employment not known.....	19
Not employed.....	3
Deceased.....	5
Total.....	273

Certified graduates of High Schools and Academies admitted without examination.

For catalogue address Charles H. Eames, S. B., Principal, Lowell, Mass.

1870

1914

DANIEL GAGE

ICE

WOOD

LUMBER

Pawtucket Street, Lowell, Mass.

LOWELL THE CITY BEAUTIFUL

of land needed for water power was also purchased.

The men at that time made some tentative plans, and a large number of prophesies. All were enthusiastic because of the far reaching possibilities of the new scheme. One made the prophecy that some of them might live

Paul Moody and John W. Boott. They made a visit to the canal and realized the possibilities of the place.

On February, 1822, these gentlemen and others were incorporated as the MERRIMACK MANUFACTURING CO. with Warren Dutton as president.

Boston in 1791 and had received an education in the famous Rugby school in England. He studied for a time at Harvard college. He served for a time in the British army, fought under Wellington in the Peninsula war. When the wars of Napoleon ceased, Boott resigned his commission and returned to

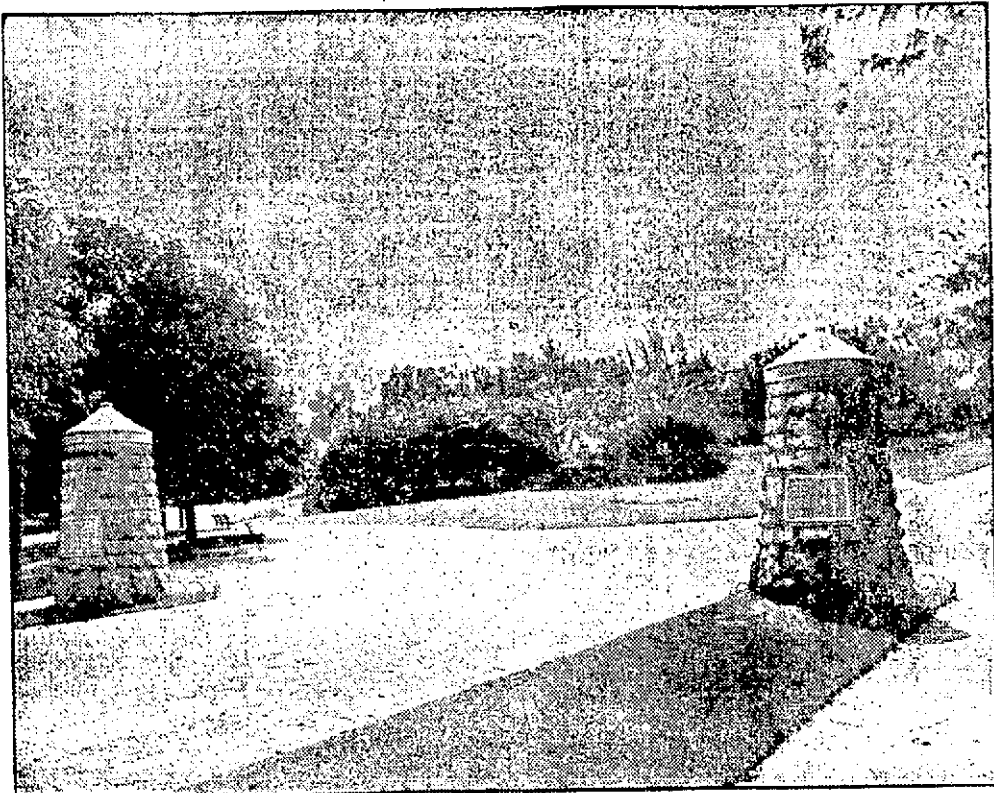
part. Death, however, which came to him in 1824, prevented him from seeing the greater results of his plans. Mr. Worthen was succeeded by Warren Colburn, well known as the author of excellent works on Arithmetic. His connection with the mill also had its

ganized and incorporated practically all of the important mills of the city today. The Merrimack Manufacturing company bore the distinction of having been first. Two years following the beginning of its operation, the Hamilton Manufacturing company was organized with William Appleton as

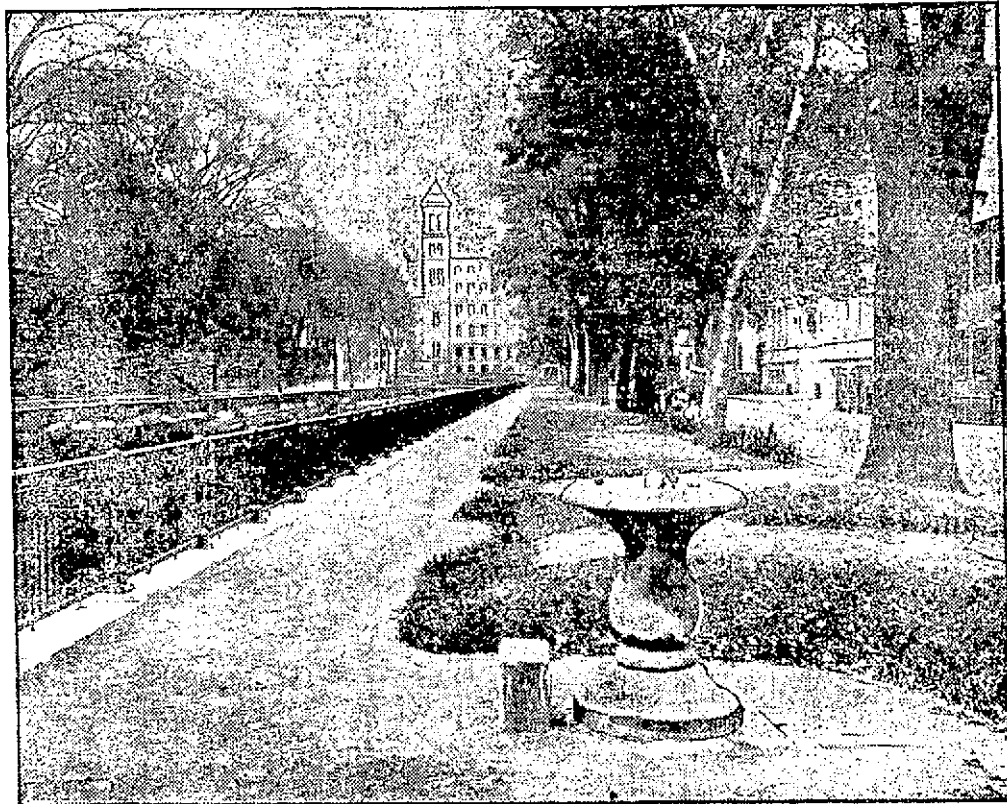
Ayer as treasurer, and Thomas S. Shaw as agent. In the same year that witnessed the organization of the Tremont mills and the Suffolk mills, the Lawrence Manufacturing company was started and of this, too, William Appleton was the first treasurer. William Austin was the first agent. John

the Middlesex company; Lowell Bleachery was incorporated in 1833 with John Clark as treasurer and Jonathan Derby as agent. The Lowell Machine shop, which had been in operation for some time, was incorporated a few years later.

Such was the wonderful character of



ENTRANCE TO FORT HILL PARK



A VIEW IN LUCY LARCOM PARK

to see a town of 20,000 people at that spot. Others said that the place was destined to become the Manchester of America. As it happened, Mr. Appleton did live to see 40,000 people here. As to the other prophecy, the "Manchester of America" is undoubtedly Lowell.

Engaged in the project at that time were Nathan Appleton, Patrick T. Jackson, Kirk Boott, Warren Dutton,

Their capital was \$600,000, which is more than four times as great at the present day. The Pawtucket canal was widened and deepened and a dam was built across the Merrimack at Pawtucket Falls. Many improvements were made. The first mill of the company was completed and was put in operation about the first of September, 1823. The first treasurer and agent was Kirk Boott. Boott was born in

Boston in 1817. He then came here as agent of the mill, having been an intimate friend of Jackson and for a long time figured prominently in the making of Lowell history.

Extra Worthen, the first man to suggest the utilization of the power of the Merrimack for the mill industry, was the first superintendent of the Merrimack company, in the formation of which he had played so important a

good results.

In the work of establishing a manufacturing town on the Merrimack which was so successfully begun in 1822 by the incorporation of the Merrimack company and the actual manufacture of cloth,

REMARKABLE ADVANCE

was made during the following 17 years, during which period were or-

the first treasurer and Samuel Bachel- dor its first superintendent. Four years after that the Appleton company was incorporated, and William Appleton was treasurer of this company, too. Then in 1831 came the Tremont mills and the Suffolk Manufacturing company, each as a separate company. They were operated independently for a period of about forty years when they were consolidated with Dr. J. C.

Amory Lowell was the treasurer of the Boott mills, which were incorporated in 1836, and the agent was Benjamin F. French. Four years later, the Massachusetts Cotton mills were incorporated with John Amory Lowell as the first treasurer. Within that period, too, were started other important manufacturing concerns. There was the Lowell Manufacturing Co., commonly called the "Carpet Co.,"

this period of building and development at the beginning of Lowell's history. One can readily imagine the busy state of affairs that would accompany the incorporation of all of these mills, and the construction of buildings within which to carry on the manufacture of cloth. Great opportunities were offered the young men of the surrounding towns to obtain profitable employment in this era, and

TRAVEL BY TROLLEY

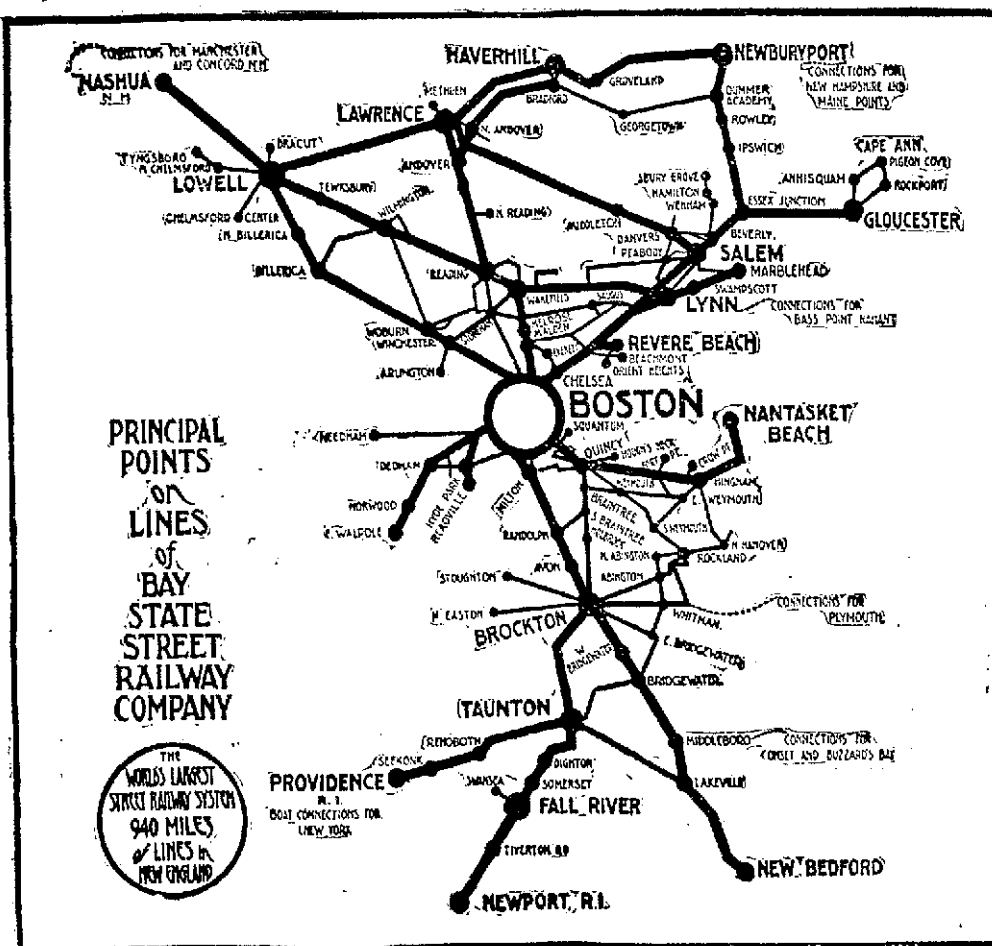
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LOWELL THE CITY OF EDUCATION

very many became identified with these mills, learned the trade, and became valuable factors in the industry.

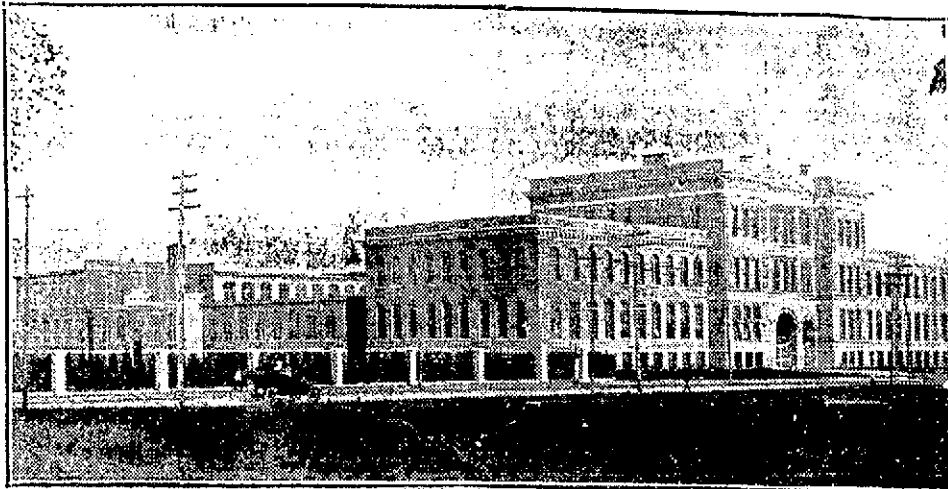
The town of Lowell grew with astounding rapidity with each great addition to the ranks of those who realized fully the possibilities of the Merrimack. The machinery was at first crude but that, too, was bound to be wonderfully improved, until today it is a real marvel.

THE MILLS OF LOWELL

are now the marvels of the country, both because of their size, the number of their employees, their machinery, and the amount of their product. Some of them are more than 600 feet long, and more than 125 feet in width. The tendency of the mill management is at present to concentrate the various departments in large rooms, instead of distributing the machinery through small rooms. The construction of the first mill buildings was wonderfully solid and sound as those who were engaged in the work of re-

moving some of them will testify. There were many subterranean passages, wheels, and other works of expert construction that were worth the study of those who built new buildings on the sites of the old.

Here are a few interesting statements regarding the number of spindles and of employees in the various mills: Merrimack, 176,000 spindles, 3,000 employees; Tremont & Suffolk Manufacturing company, 230,000 spindles, 3,500 employees; Hamilton Manufacturing Co., 118,200 spindles, 3,000 employees; Appleton Manufacturing Co., 70,000 spindles, 2,500 employees. Then there is the Bigelow Carpet Co., which turns out approximately 2,500 miles of carpet each year and which employs 2,000 people; the Mohair Plush company, which is the largest plush factory in the United States; the Surling mills, which have also



LOWELL TEXTILE SCHOOL

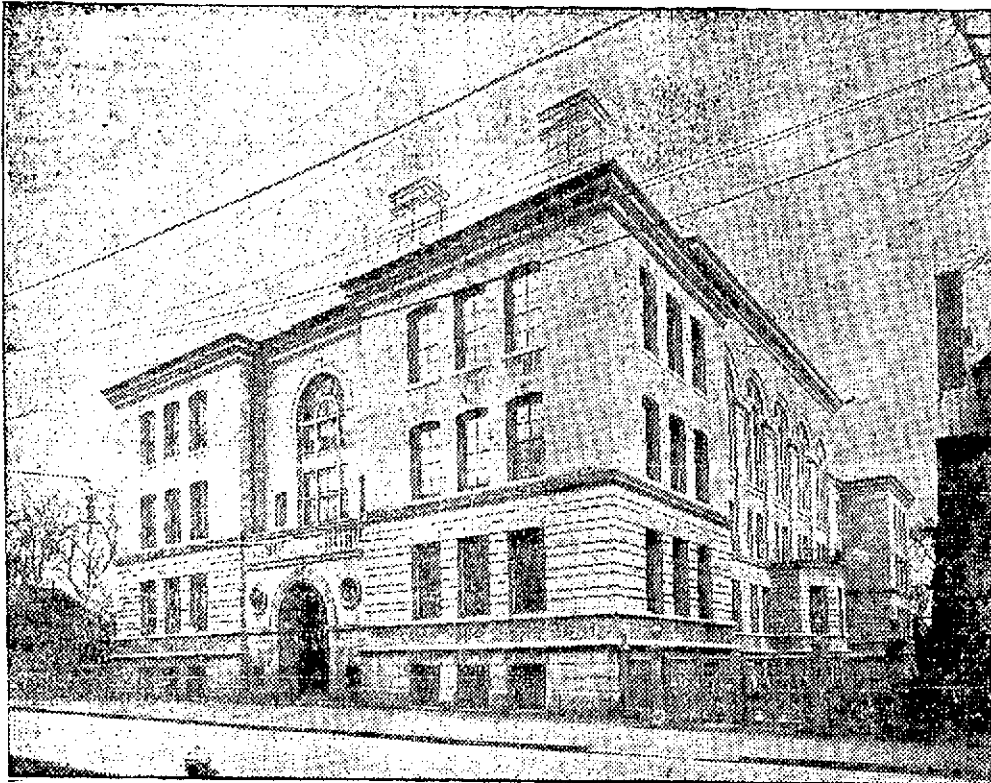
pany was organized, the rapidly increasing population of the community impressed upon the directors the fact that something was needed beside cotton mills in order to secure the highest welfare of the community. Accordingly they determined to provide for religious worship. Messrs. Kirk Boott and Patrick T. Jackson, two of the several men who had figured so prominently in the establishing of the mill industry and the founding of Lowell, were on the committee selected to take action in this matter. These men were naturally among the best known and most highly esteemed in the community, having been so closely connected with its growth.

The result of the efforts of this committee was the decision to erect a suitable church. The church was organized in 1824 as the "Merrimack Religious Society." The first public services of the organization were held in March of that year under the direction of Rev. Theodore Edson, in the Merrimack company's school house. The

Episcopalian form of service was adopted, Mr. Boott being an Episcopalian and desiring to promote that religion as far as lay in his power.

The first church to be erected was ST. ANNE'S CHURCH,

which is one of the best known as well as one of the oldest and most attractive of Lowell's early days. Few strangers come to the city and behold that familiar landmark in Merrimack street without inquiring as to its history. Its very appearance proclaims it an unusual building, and one having a place in history. Both the church and the parsonage adjoining were erected in 1825. It was a very strongly constructed edifice, built of dark stone, and with Gothic doors and arched windows. In those days even more than at the present it was shaded by great trees. Today it is one of the beauty spots of the city with its huge trees and spacious lawn. The first pastor of St. Anne's was



LOWELL HIGH SCHOOL

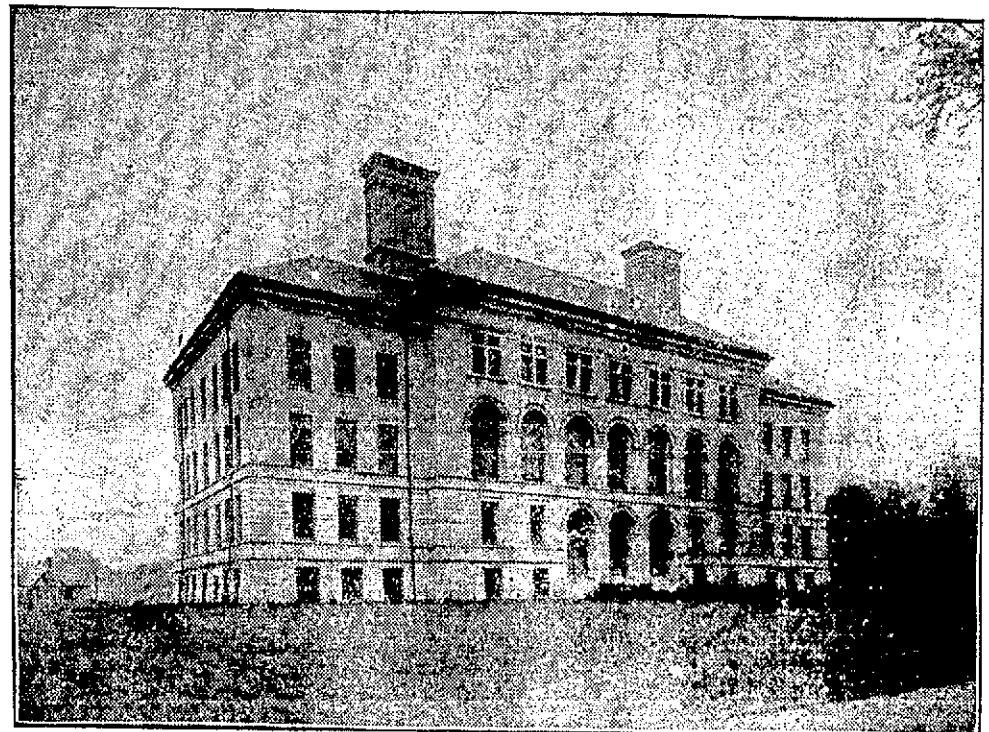
figured prominently in the industrial history of Massachusetts; the Bay State Cotton Corporation, manufacturers of high grade sail cloth; the United States Bunting company, and many others.

Thus is recorded the brilliant story of the bringing to the Merrimack of the most important of the American industries, an industry which had been previously monopolized by England. With such a past, the future of the city should be a brilliant one, and Lowell should be foremost in other respects, progressing during the years to come as she has in years past.

THE CHURCHES OF LOWELL

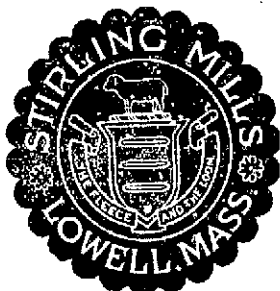
It would appear that, having related the story of the founding of Lowell, its manufactures, and the origin of its magnificent system of water power, there remains another important subject to be dealt with, namely the city's church history. Placing the account of the organization of religious societies in Lowell after the foregoing articles, we believe, best maintains the connection of this story of Lowell.

Even in the religious history of the city we must mention the mills and the mill men for they were the originators and promoters of organized religious worship here. Lowell's church history takes us back to a period preceding even the date of her incorporation as a town. Shortly after the Merrimack com-



NORMAL SCHOOL AT LOWELL

ROYAL P. WHITE
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LOUIS A. OLNEY
President

SAMUEL RINDGE
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A WORD ABOUT PLAY

There is something radically wrong with the man who can find no time for play; he lacks one prominent element of human nature.

Play is as important as work in the daily schedule, and wise men set apart a certain period for it. Both mind and body need diversion and relaxation from business routine.

Carr's pool room has for 10 years been the favorite place of recreation for particular people. There are seasons when the weather renders out-of-door play impossible. Carom and pocket billiards are the standard indoor games.

Carr strictly observes the law of this state which allows minors in a pool room provided they have a written permit from parents or guardian. Carr tolerates none but gentlemanly conduct at all times and attendants are always courteous.

Since Carr's was established, there have been fewer breaches of the law, such as house-breaking, in the Gorham street district; there are less boys and young men on the streets at night.

YOU WILL FIND REAL ENJOYMENT AT

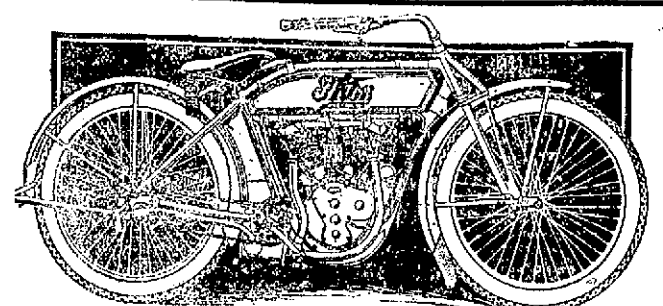
CARR'S

THE HOUSE OF CLEAN AMUSEMENT FOR
GENTLEMEN, YOUNG AND OLD

124 GORHAM ST., 20 WILLIAMS ST.
14 Tables—Smokers' Supplies.

LOWELL BLEACHERY

Finishers of Cotton
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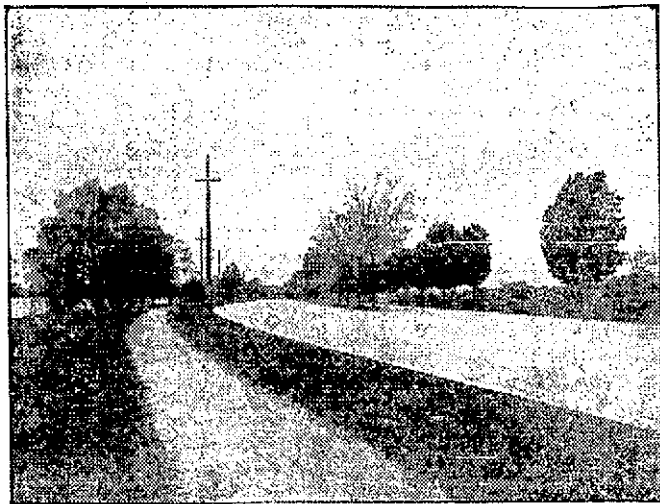
Quality Improved LATEST THOR REFINEMENTS Prices Reduced
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FIVE IMPORTANT EXCLUSIVE THOR FEATURES
TRANSMISSION—Thor internal undergear drive, absolutely eliminating all chain breaking, and doubles the mileage.
BEARINGS—Thor large perfected roller type.
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CLUTCH—Thor new improved mounted upon internal gear. Large friction surface and bearings.
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TWO SPEED GEAR, \$40.00 EXTRA ON ALL MODELS.

MARK J. McCANN, 92 Gorham Street

LOWELL THE CITY FAIR AND FAMOUS



PAWTUCKET BOULEVARD

Rev. Theodore Edson and for fifty-nine years he served in that capacity. He was highly esteemed by all and always willing to serve the best interests of the people of the community. The church is said to have cost in the neighborhood of \$16,000. It was consecrated by Bishop Griswold in the year 1825. There is in the tower a chime of 11 bells, installed a little more than 25 years after the erection of the

edifice. Their cost was more than \$4,000. Their tones were excellent and the chimes of St. Anne's are still famous throughout this section, the citizens listening for them particularly on the eves of Christmas and New Years. In speaking of the origin and development of St. Anne's church, it would be unjust to omit mention of Rev. A. St. John Chambré, who succeeded Dr. Edson as pastor. Rev. Dr. Chambré

became the second rector of St. Anne's on May 18, 1884, and continued in that capacity until a few years ago, having filled the office of rector in a most commendable manner for more than a quarter-century. During that period he was very prominent in the affairs of the city, and enjoyed great popularity. He was succeeded by the present rector, Rev. Appleton Grannis, a most estimable man, and one who has done much for the promotion

John's in Gorham street and the House of Prayer.

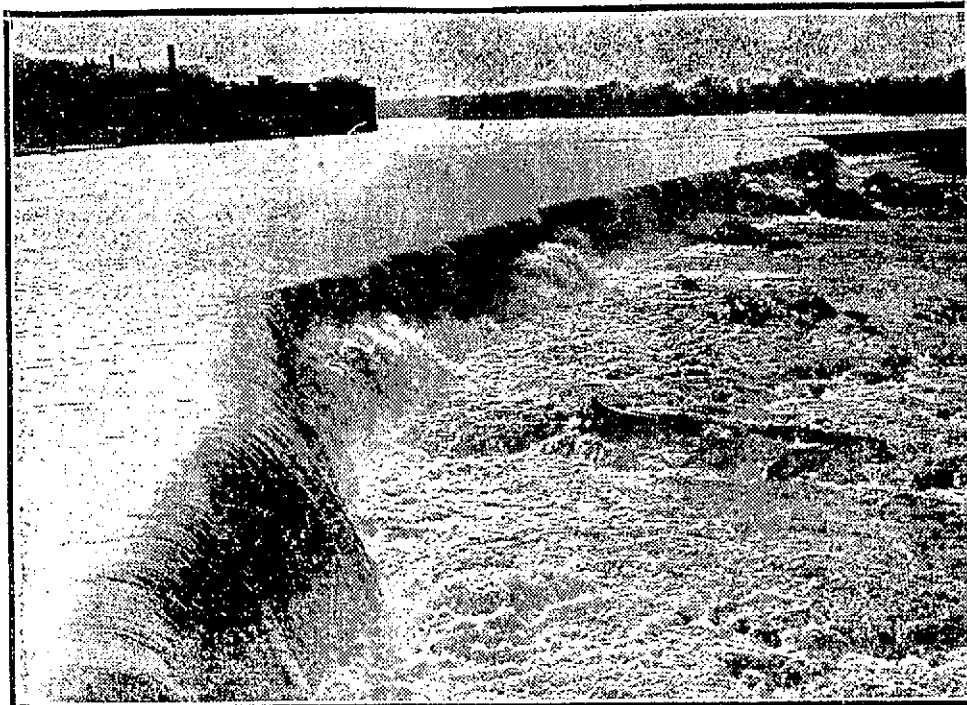
THE FIRST BAPTIST CHURCH

was organized in February of 1826 and the church building was constructed the same year. This edifice is quite a large one and also familiar to every resident of Lowell. The cost of building this church was \$10,000 and the edifice was dedicated on November 15, 1826, at which time Rev. John Cookson was installed as pastor. This church

dates also from the year 1826, which is the most important in the history, being the year in which Lowell was incorporated as a town. In July, 1827, an organization called the First Universalist church was set on foot and they later built a house of worship. We cannot go into detail regarding the founding of all the churches in the city, but having thus started the reader with the early history of organized religious worship in the city, we will



FAMOUS HAIRPIN CURVE, PAWTUCKET BOULEVARD



PAWTUCKET FALLS IN SPRINGTIME

of church interests in Lowell, both through his activity as pastor of the church and as a prominent factor in the Federation of Churches of the city. His efforts have in a special manner been directed toward the promoting of larger church attendance regardless of denomination. The words of the Federation, "Every man, woman and child go to church on Sunday," are familiar to almost every resident in the city. Other Episcopal churches are St.

prospered as did the others. Other Baptist churches were afterward organized, and the various organizations grew as the population and religious spirit increased.

Another church established in 1828 was the First Congregational, the building being erected in 1827 on land provided by the Locks and Canals company. This church cost about \$13,000. In July, 1827, Rev. George Beckwith was ordained as pastor. The St. Paul's Methodist Episcopal

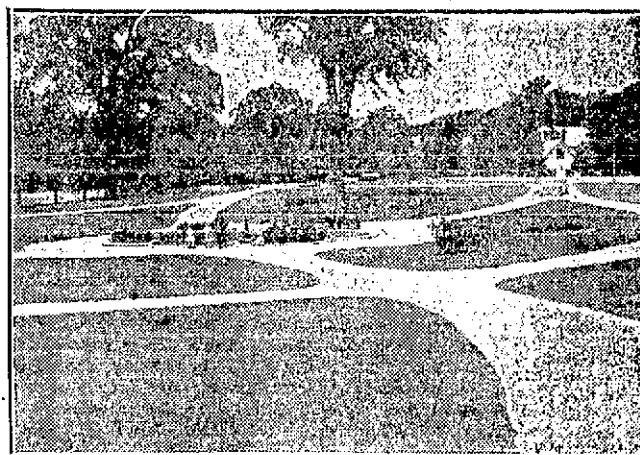
state simply that given such an impetus from the earliest days of the town of Lowell, the work of church building was continued with ever increasing interest by the various societies which were organized. Today the members of every sect can point with pride to the various edifices not because of their magnificent appearance alone but because of the solid and wholesome spirit which they represent. The first Catholic edifice to be erect-

ed in the city was

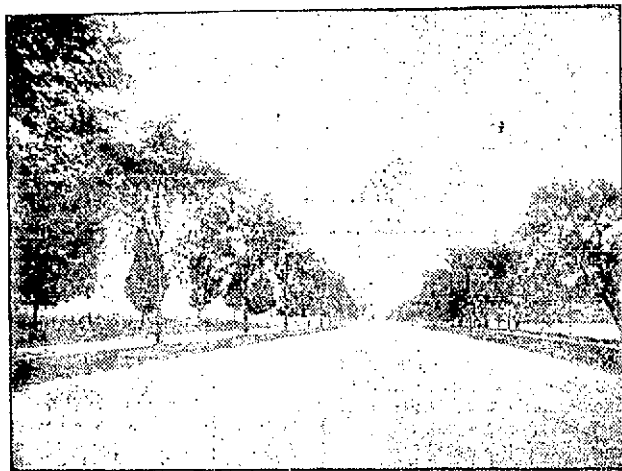
ST. PATRICK'S CHURCH,

constructed in 1831. Previous to that year people of the Catholic faith had been coming to settle in Lowell, attracted by the growing industries. For a time they attended the services celebrated by the priests who had also come to Lowell, these services being

fortunate enough to obtain. The need of a church became more and more apparent, with the increasing numbers. The clergymen came to this city from the neighboring towns and Rev. John Mahoney celebrated mass in Lowell as early as 1822. The first church building of St. Patrick's was replaced in 1854 by a splendid new edifice of beautiful architecture and this was conse-



SCENE IN ROGERS FORT HILL PARK



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DESIRABLE
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IS WORTH
HAVING

SOME WORK WE HAVE DONE IN LOWELL

Interior fixtures in D. L. Page Co.'s store and restaurant, Snyder hat store, Delorme's hat store, Brooks Bros.' store, G. and G. Pant Makers.

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599-605 DUTTON STREET

PATTERN MAKER, CABINET WORK, STAIR
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STORE AND OFFICE FIXTURES, WOODEN
TANKS AND ROLLS OF ALL KINDS. STORE
FRONTS AND INTERIOR CONSTRUCTION A
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SOME WORK WE HAVE DONE IN LOWELL

Plate glass fronts in stores in Tyler block. Partitions in Sun building. Cabinets in Caesar Misch store, Snyder's hat store and many others.

LOWELL THE CITY OF CHARACTER

erated in that year by Bishop Fitzpatrick of Boston, assisted by Bishop O'Reilly of Hartford.

With the continued increase in the number of

THE CATHOLICS IN LOWELL. With but one church, St. Patrick's, the parishioners met in general session some years later to consider the advisability of erecting a second church to accommodate those living in the other part of the city. There was some op-

second church was most desirable.

A site was selected at the corner of Gorham and Appleton streets, where stands the present postoffice building, and there the new edifice was erected, a building committee being in charge of the direction of the work. The first services were held on Christmas day of 1842. Rev. Fr. Conway, previously of St. Patrick's church, took charge of the new St. Peter's parish. The new church, like the other,

of the most magnificent in the diocese.

The church of the **IMMACULATE CONCEPTION** was founded in 1868. In that year Bishop Williams had a conference with Rev. Fr. Vandenberg, provincial of the Oblate Fathers in Canada, with a view to securing a Canadian priest to take care of the rapidly increasing French Canadian population of Lowell. Father Vandenberg sent two priests to Lowell,

until the many magnificent edifices which we have today were constructed. The French people have also erected splendid churches. That of St. Jean Baptiste, which was recently almost destroyed by a conflagration, was one of the city's most attractive houses of worship. This church is being reconstructed and when completed it will be more beautiful and substantial than ever.

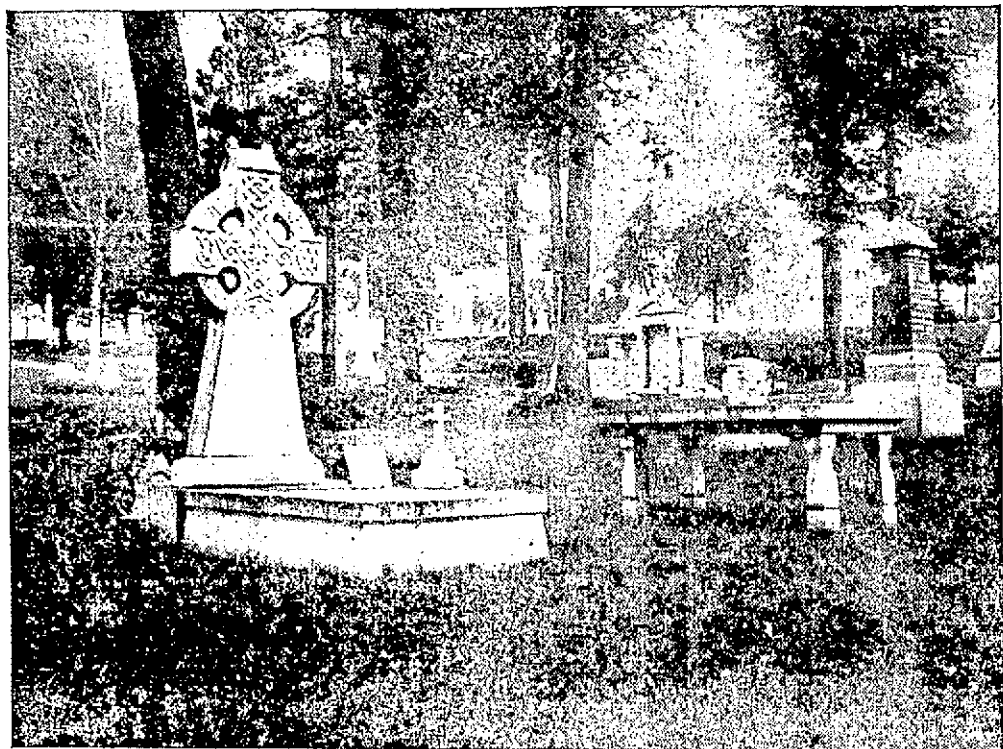
Practically every nationality in Low-

reason to be proud of their city as viewed from the standpoint of religion, in view of the ample accommodations for religious worship. There is no necessity of naming each church of each denomination. Suffice it to say in regard to all generally that the pastors are most active and are laboring for the best interests of the city and to promote the worship of God among the citizens.

Today Lowell's list of churches

Immanuel church, Swedish church, Worthen Street church.
Congregational: Eliot church, First church, First Trinitarian, French church, High Street church, Highland church, Kirk Street church, Pawtucket church, Swedish church, Pilgrim Chapel.
Methodist Episcopal: Central church, Centralville church, First Swedish church, Highland church, St. Paul's church, Worthen Street church, First

Unitarian: First Unitarian church. Universalist: First church, Grace church.
Other religious societies: Advent Christian church, Christadelphians, Christians, Coburn Mission, First Church of Christ (Scientist), First Evangelical church, First Pentecostal church, First Spiritual society, Free church, French Baptist Mission, French Methodist Episcopal Mission, Greek Mission, Holy Trinity church, Holy



TOMB OF THE LATE GOV. FREDERIC T. GREENHALGE

THE LAST
RESTING PLACE
OF
TWO FAMOUS
LOWELL
MEN



TOMB OF THE LATE GEN. BENJAMIN F. BUTLER

position to any division of the parish, but finally the matter was definitely decided upon at a special meeting. Bishop Fenwick was the presiding officer at this and he was impressed with the arguments presented by those who were in favor of the erection of a second church. To test the minds of those assembled, he called upon those who would be willing to subscribe \$100 each to the building of a new church, to arise. Some 70 or 80 men arose and this convinced him that a

grew and prospered to such an extent that it soon became evident that a new and larger edifice would be necessary. The authorities then decided to seek a location farther south on Gorham street, and accordingly disposed of the site of the old building to the federal authorities for the erection of a new postoffice. The corner stone of the new St. Peter's church was laid in September, 1892, on a Sunday afternoon. The building was completed during the year 1900 and is now one

namely Rev. Andrew M. Carlin and Rev. Fr. Sacher. These clergymen resided at St. John's hospital. They conducted services in St. John's chapel, and with such a beginning, established the parish of the Immaculate Conception. Like the other parishes, a new church became necessary in a short while, and the beautiful edifice which we have today was built. The Immaculate Conception has, perhaps, the most beautiful grounds of any similar place in the city.

The building of churches continued

all has its church. The Greeks built the attractive structure at the corner of Lewis and Jefferson streets; the Lithuanians and the Portuguese are very well taken care of in their own edifices. The city has in all 74 churches. All are well attended and all reflect the spirit of their builders. Among the most recently constructed Catholic churches are St. Margaret's in the Highlands and St. Columba's in Pawtucketville.

The citizens of Lowell have every

includes the following:

Roman Catholic: St. Patrick's, St. Peter's, Immaculate Conception, St. Michael's, Sacred Heart, St. Margaret's, St. Columba's, St. Jean Baptiste, St. Joseph's, St. Louis', St. Marie's, Notre Dame De Lourdes, Lithuanian church, St. Anthony's church, St. Casimir church (Polish National).

Baptist churches: Calvary church, Chelmsford Street church, Fifth Street church, First church, First (Free) church, Hadley Street (Free) church,

Primitive church, Lawrence Street Primitive church.

Protestant Episcopal: House of Prayer, St. Anne's church, St. John's church.

Presbyterian: First church, Westminster United Presbyterian church.

Lutheran: First Evangelical church, Swedish Evangelical church.

Jewish: Khilos Jacobs Synagogue, Ohabe Shalom Synagogue, Oshai Sfard Synagogue, Sons of Montefiore Synagogue.

Trinity Greek church, Mazdaznan Temple, People's church, Protestant Armenian Congregational church, Salvation Army, Seventh Day Advent church.

EDUCATIONAL INSTITUTIONS

Lowell people have an honest and thoroughly reasonable pride in the city's educational institutions, from the schools of the lowest grade to the very highest. The school system of

The Careful Selection of Elevators Results Ultimately in the Choice of

OTIS ELEVATORS

The Sun Building, the new home of the Lowell Sun, is equipped with two **OTIS ELEVATORS**, chosen for this and most of the world-renowned buildings in this country and abroad because of their superior structural and operating qualities.

Buildings which serve hundreds of hurrying men and women day in and day out **MUST HAVE** good Elevators—for on the regular, uninterrupted running of the Elevators depends the circulation of humanity within the building. All that is desirable in Elevators—safety, structural strength, excellence of material and reliability of operation—is embodied in **OTIS Elevators**.

A long experience in the manufacture of Elevators, enables us to suggest and recommend with the utmost exactness and confidence the best type of Elevators to meet your needs.

By specifying and using **OTIS Elevators**, you are obtaining the advantage of economy due to quality; you are receiving the benefits of dealing with an organization equipped to render prompt and careful service, and you are satisfying the pride that every successful man feels in his achievements—that **YOUR** Elevator equipment measures up to the standard of the finest buildings and industrial plants of the world.

Impartial assistance in the making of your elevator plans is an important part of our service. It is at the command of architects, builders and owners alike. A request for information places you under no obligation whatever.

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34-35 INDIA STREET, BOSTON, MASS.
Offices in All Principal Cities of the World.



OUR LOCAL INDUSTRY

The Lowell telephone exchange is a local industry. The plant is firmly rooted here. It represents many thousands of dollars invested in poles, wire, cables, conduits, switchboards, etc.—dollars that would shrink to small fractions if this delicate and costly plant were not maintained at a high degree of efficiency.

The exchange's welfare is to a large degree dependent upon Lowell's welfare. As Lowell prospers, the exchange prospers. More business for Lowell means more telephone business, and more telephones mean more workers to install and operate them—workers who largely are local residents, whose expenditures help local business.

Our Company is a part of the great Bell System, which connects 75,000 cities or towns in the United States. **BUT OUR SUCCESS AS AN EXCHANGE—AS A UNIT OF THIS GREAT SYSTEM—IS JUDGED BY WHAT WE DO HERE IN LOWELL! AND FOR LOWELL!**

We have every incentive of selfish or civic interest, therefore, to work for efficient telephone service for Lowell, not only that our work may receive official recognition and reward, but also that our friends and neighbors may be well served, and that these local industries whose patronage furnishes us our bread and butter may have our hearty co-operation and support.

It is in this spirit we seek additional patronage, and express a desire to receive suggestions that will make the service of the Lowell Central Office a matter of even greater local pride.

C. J. LEATHERS, Manager.

LOWELL THE CITY OF AMBITION

the "Spindle City" is a wholly adequate one, embracing a large number of buildings. There are classes for everybody, and even at the present time, plans are under way for the erection of new buildings, both for public schools, and for parochial institutions. We are going to take another rapid mental jaunt back into the early days for a brief survey of the origin of Lowell's very commendable school system.

people of the present generation have difficulty in imagining, the town of Chelmsford had two district schools, one of them situated on the old Chelmsford road and the other near Pawtucket Falls.

For the real origin of the **SCHOOLS IN CHELMSFORD**, and in general in this district, we can, of course, go back several centuries to the arrival in this country of the

leaders in the elementary subjects. Later, in 1829, a school dame was employed in teaching the young people of the community, most likely in her own house, and a little later a school was established in the house of Jonathan Bowers, in Wood street. The first schoolhouse was situated near the cemetery between Branch and Middlesex streets, and what is now School street derived its name from that school, so we are told. In about

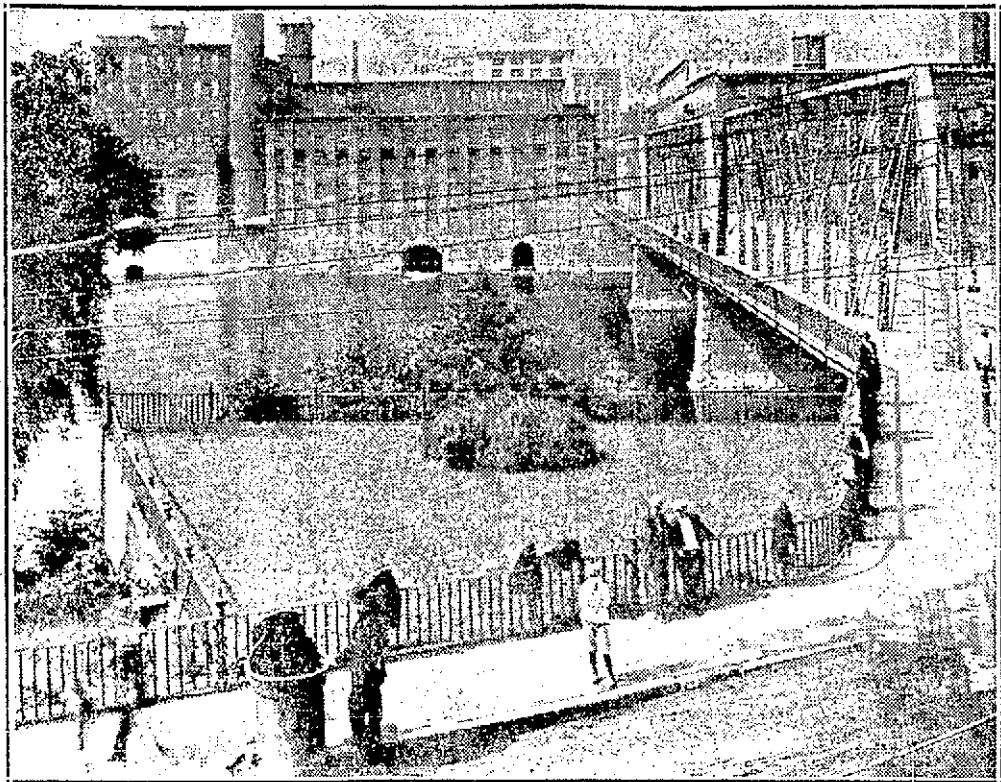
a means of education for the children of its employees, the Merrimack company in 1824 established a school, erecting the school building on the site of the present Green school. This institution was under the direction of Rev. Theodore Edson. The following year a similar school was opened by the Hamilton company in Middlesex street. Both corporations defrayed all the expenses in connection with their schools. Lowell was incorporated as a town

mills; this latter being called the Red Schoolhouse; No. 5, on Central street, south of Hurd street. In March, 1827, this last district was divided, making the portion on the east side of Central street district No. 6.

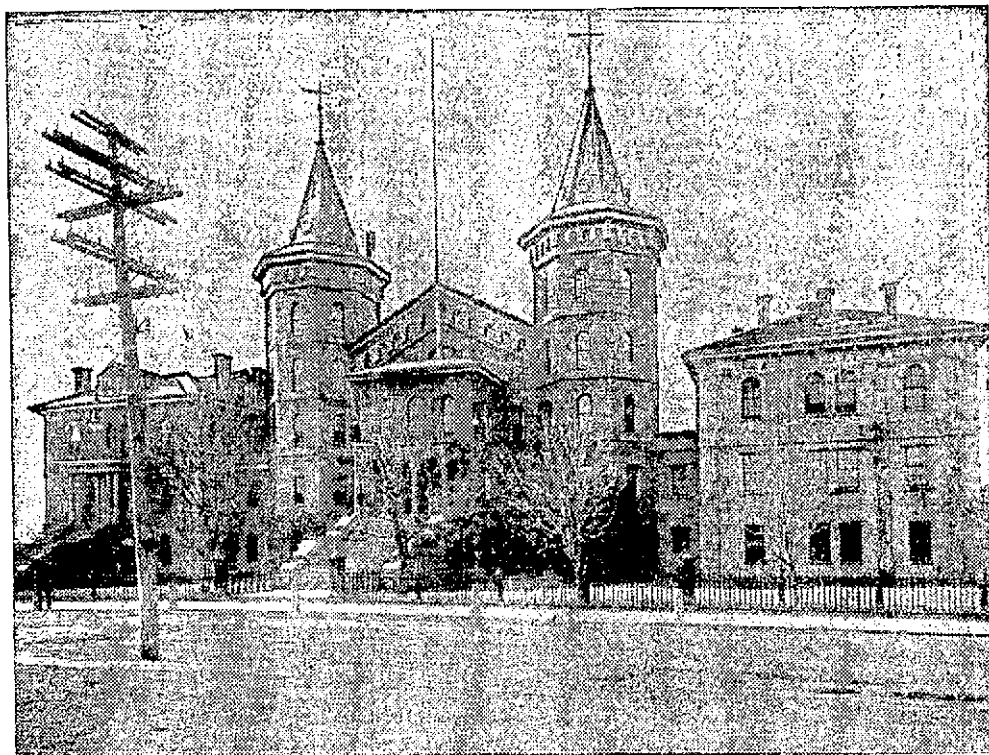
It is interesting to notice that the sites of some of the present school buildings were in the city's early days, sites of the district schools. Such, too, is the case with regard to some of the other public buildings. Later the necessity of a grading of

finished and occupied in 1833. The recognized type of school structure at that time was far different from that of our present day. The schoolhouses in the main consisted of one large room, with one or two smaller recitation rooms on each floor. Sometimes there was on each floor a separate school with a separate principal. In the year 1856, however, a general remodeling was begun and the buildings were provided with addition-

were built between 1840 and 1853. There were, too, many changes in the methods of education, the courses were formed so as to better serve their purpose. Colburn's arithmetic was published, and was a great factor in the revolutionizing of the methods of teaching that branch of mathematics. Lack of sufficient space forbids particular mention of each and every factor in the forming of Lowell's splendid educational system. The histories de-



CENTRAL BRIDGE FROM VARNUM PARK



THE COUNTY JAIL AT LOWELL

past, we have, in nearly every case, been obliged to go back to the Merrimack mill, the first of the corporations founded in this city, which besides being practically the means of causing a city to be built on this historic site, was the most prominent factor in her equipment, and subsequent growth. Likewise, to trace the schools from their origin we must start from the founding of the mill companies.

Long ago, when Lowell was a part of Chelmsford (a fact which Lowell

first of those hardy settlers from across the water, who braved all the dangers of the deep and of an unknown and unsettled country to build new homes and establish a new community. They represented a high standard of education, far superior to that possessed by any other similar body of immigrants that we know of. Being truly educated, naturally practically their first thought on becoming settled, was of schools. At first it is believed that the children were taught by the town's

the year 1800 three new ones were built, one at Middlesex, another on the site of the present Plain Street schoolhouse, and the third on the site of the present Corporation hospital in Pawtucket street. These formed one district of the town of Chelmsford and accounts state that the appropriation made for their maintenance in 1825 was \$113.50.

An increase in population followed immediately the beginning of the mill construction here in 1822. To provide

in 1826 and at the meeting, the matter of schools was a principal topic of discussion. It was voted to divide the town into five school districts. A committee of five including Oliver M. Whipple, Warren Colburn, Henry Colburn, Jr., Nathaniel Wright and John Fisher, was selected to attend to this duty. The town was divided and the schools distributed as follows: No. 1, site of the present Green school; No. 2, at the Falls near the Lowell hospital; No. 3, near the pond; No. 4, near Hales

the schools became more and more impressed upon those who were devoting their energies to the establishment of a satisfactory educational system.

The champion of the cause of new school buildings and a greater appropriation was Rev. Dr. Edson and he won a splendid victory. The town voted \$20,000 (do not those words save of the reports of present day municipal council meetings?) for the erection of two new school buildings. The buildings now known as the

EDSON AND BARTLETT schools were then erected. They were

al rooms, usually about eight in number. The schools, too, were graded by years, following a system very similar to that of our present day.

Then with the continued increase in population,

OTHER SCHOOLS

were constructed. The Moody school, then on East Merrimack street, was built; the Franklin, now the Highland; the Green, then in a building in Middle street; the Mann, Colburn, Varnum, and the old Dracut Academy, all

scribe the growth and development in detail, mentioning the various dates of importance. The school committees were hard workers and deeply interested in the establishing of a creditable system. They strove to this end, and to one familiar with the schools as they are at present, there can be no doubt that their efforts were fruitful. Today Lowell's educational resources combined into one unit, which with some improvements already under way will constitute an excellent system.

In 1829 the statute law, which had

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Every consideration is carefully given our depositors for the wants of their business.

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Old Lowell National Bank

THE OLDEST BANK IN LOWELL

THE UNION NATIONAL BANK

51 MERRIMACK STREET, LOWELL, MASS.

CAPITAL \$350,000
SURPLUS AND PROFITS \$400,000

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DIRECTORS:
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Frank E. Dunbar, Attorney at Law
Frank Hanchett, Capitalist
Charles S. Lilley, Attorney at Law
Frederick P. Marble, Attorney at Law
George S. Motley, Pres. Lowell Gas Light Co.
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Edward E. Sawyer, Vice President
John F. Sawyer, Cashier
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THE WAMESIT NATIONAL BANK

OF LOWELL, MASS.

Incorporated as a State Bank, April 28, 1853
Organized as a National Association, January 17, 1865

CAPITAL - - - \$250,000

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FRANK GILBERT, Bookkeeper WALTER E. BARTLETT, Teller

DIRECTORS:
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Frank S. Bean C. Marshall Forrest Thomas J. McDonald James F. Owens
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Annual Meeting third Tuesday in January, Discount Days Tuesdays and Fridays. Dividends first day of January and July.

421 MIDDLESEX ST., NEAR NORTHERN DEPOT

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Open Daily from 9 to 4, and Saturday Evening from 7 to 9

Quarters Commence Second Saturdays in February, May, August and November

Appleton National Bank

176 CENTRAL STREET

CAPITAL \$300,000
SURPLUS AND PROFITS \$200,000

GEORGE E. KING, President MARCUS T. PIERCE, Cashier

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Lowell Trust Company

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265 CENTRAL STREET
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MIDDLESEX SAFE DEPOSIT AND TRUST CO.

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Edmund B. Conant, Joseph E. Shanley, Theodore E. Parker
George E. Putnam, Gardner W. Pearson

MERRIMACK, COR PALMER ST., LOWELL, MASS.

LOWELL THE CITY OF SPINDLES

previously required a high school in every town containing 100 families. A census was taken to see if there were that number in Lowell, and it appeared that there were not. A high school was recommended, however, in spite of the fact that there were not the required number of families. The high school was opened in

time. The magnificent high school of today, with its various departments, its commercial course, its military training, manual training and evening classes, is pointed to with an honest pride by Lowell people, and is a great asset in the progress of the young people of "The Spindle City."

A word regarding the INDUSTRIAL SCHOOL, which is another of the most promi-

and at the present time the students number about 170 boys and more than 100 girls. At the outset, portions of the Mann school, Bartlett, Morrill and Old Moody schools were used for the Industrial school, and at the present time the institution occupies the whole of each of these buildings with the possible exception of the Old Moody school. A movement toward the building of a new Industrial school was

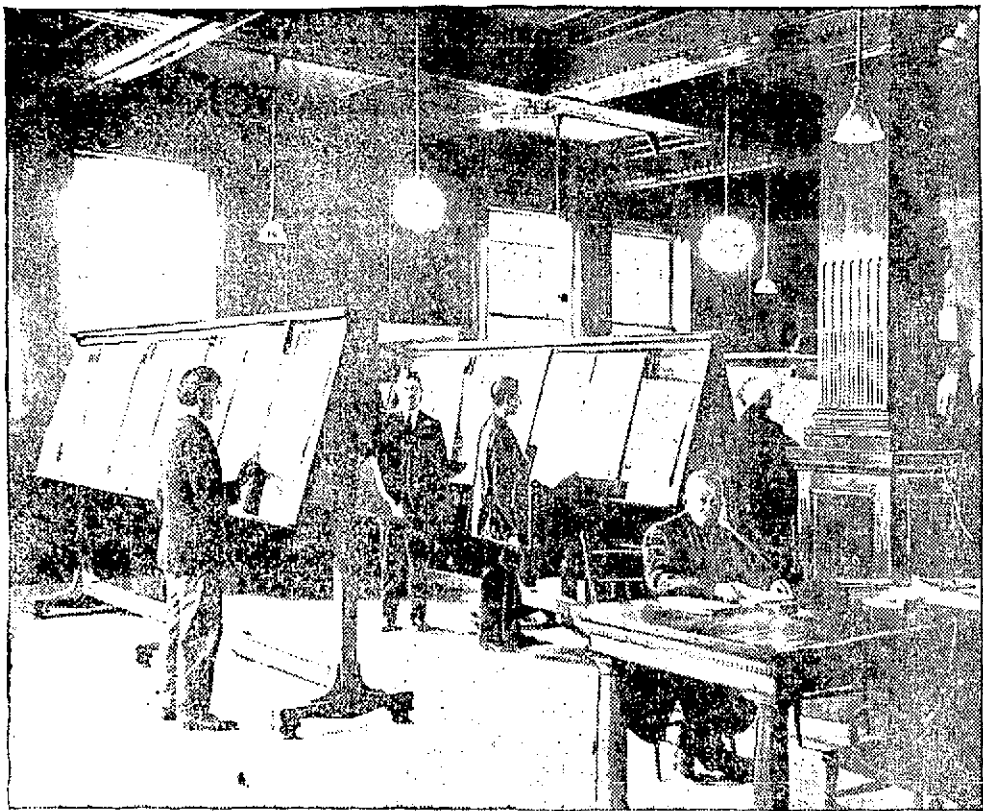
persons or associations before Lowell as a city had the right or wish to sustain them herself. On several occasions the city granted small funds to various societies to assist in defraying the expenses of the evening classes which they were conducting. Later, however, a law was passed giving to cities and towns full power to open and maintain evening schools for the education of persons over 15 years of

need was supplied by volunteers, of which there were about 55. The attendance amounted to 900 and the schools were kept open two evenings each week. This was successful for a time, but afterwards the charitable organizations once more opened evening schools. Then, aided by further acts of the legislature, one of these making attendance at the evening schools compulsory for all minors over

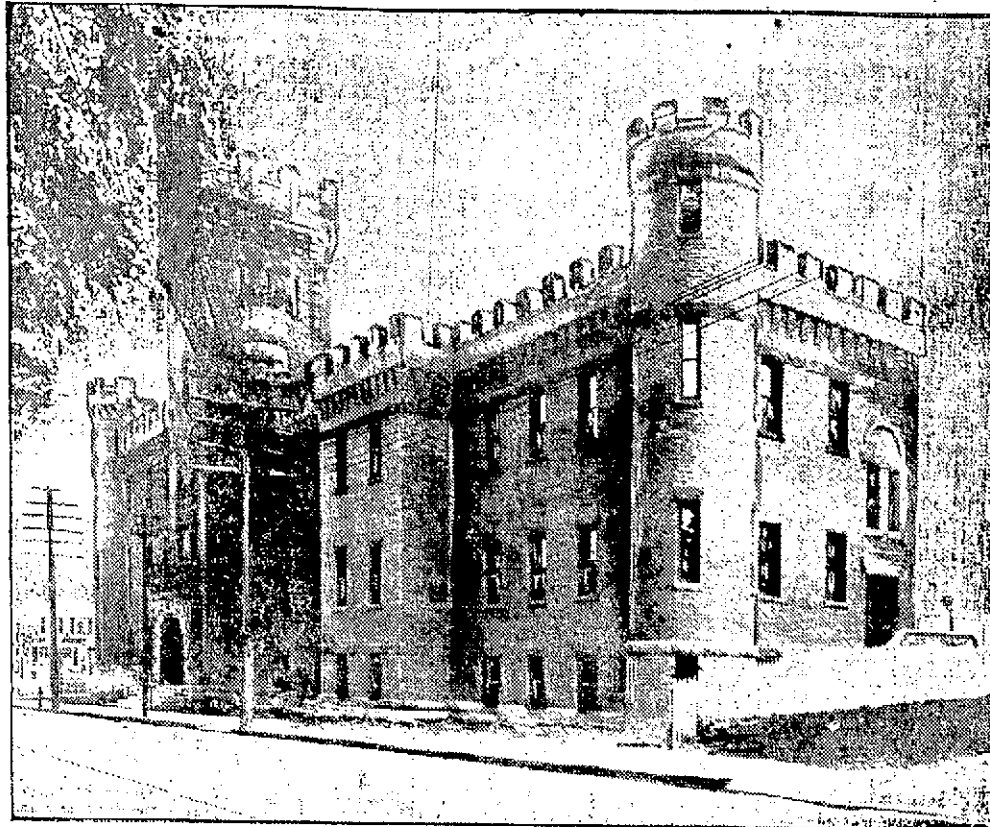
include the high school, the Industrial school, and the majority of the other public schools throughout the city. There are, too, other evening schools conducted under the auspices of the Catholic Young Men's lyceum, for members of that organization, the institution having been the idea of Rev. Brother Osmund, principal of St. Patrick's parochial boys' school. The members show a great interest in

factor that is all the more worthy of mention and commendation because of the fact that its work and efforts are unrewarded in any earthly form; that factor is

THE PAROCHIAL SCHOOLS
system of institutions built and supported by the various Catholic churches throughout the city, the teachers of which are for the most part members of religious orders, the Brothers or the



SCENE IN LOWELL PUBLIC READING ROOM



STATE ARMORY AT LOWELL

December, 1831.

THE LOWELL HIGH SCHOOL.
ears the high honor of having been the first permanent co-educational high school in Massachusetts. The first sessions were held in a small building on Middlesex and Elliot streets. It was moved several times to finally be located in a new building at the present site on Kirk street. In 1858, diplomas were given for the first

ment and flourishing of Lowell's educational institutions. The school committee voted in May, 1841, to establish an Industrial school, and the school was put into actual operation the September following. The original equipment cost a very considerable sum and six teachers and a principal were elected to conduct the affairs of the new school. The school opened with an attendance of 106 boys and 63 girls.

started some time ago by Mr. Campbell of the school board and in fact has been agitated by progressive citizens and officials for some time. It is to be hoped that the plan will soon become a reality.

A feature of the Lowell educational system is the evening work in the schools.

THE EVENING SCHOOLS
were first provided by philanthropic

age. The school committee of the following year promptly took advantage of the new law and established two public evening schools, which had previously been conducted as private evening schools by one Rev. Horatio Wood. Rev. Mr. Wood was continued in charge of the institutions. The appropriation for expenses of the evening schools was \$150, a sum too small to pay for teachers, and this

14 years of age. This largely increased the attendance until in the year 1893-4 it averaged 1,912. Then several years later, the evening high school was opened in a hall in the building of the Green school. The location of this was changed several times but the institution itself persevered.

Today the evening schools are a most valuable and successful branch of the educational system of Lowell. They

these evening classes. The teachers are Brother Osmund, assisted by business men who are members of the lyceum or parish. This school of evening classes, so successful because of the wholesome interest of the young men of the society should give an excellent example to similar organizations to follow.

There is another prominent factor in the educational system of Lowell, a

Nuns.

The parochial schools throughout the country as well as in Lowell have received nation wide commendation and recognition by all sects, as performing in the best possible manner the duties of educating the young. In Lowell there are many such institutions, and they are all flourishing, reflecting the spirit which inspired their founders.

The growth of the Catholic popu-

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LOWELL THE CITY OF REPUTE

lation of Lowell was rapid, as was shown in the history of the building of the churches. It was not long before plans were started for parochial schools, the pastors recognizing the need of institutions for the furthering of the Catholic system of educating the young people of the various parishes. Between the years 1880 and 1890 several of these parochial schools were organized, including the immaculate Conception school, in charge of the Gray Nuns; St. Patrick's parochial

sisters have the distinction of having founded the first parochial school in Lowell, the institution being conducted in connection with St. Patrick's church. In 1854 the sisters founded the academy of Notre Dame, which is located on Adams street, a girls' school, very well known throughout the country. Today this is a flourishing institution and the list of students includes many from distant parts of the country, who come to Lowell to receive the benefits of the excellent training of this school. The Sisters of Notre Dame also teach

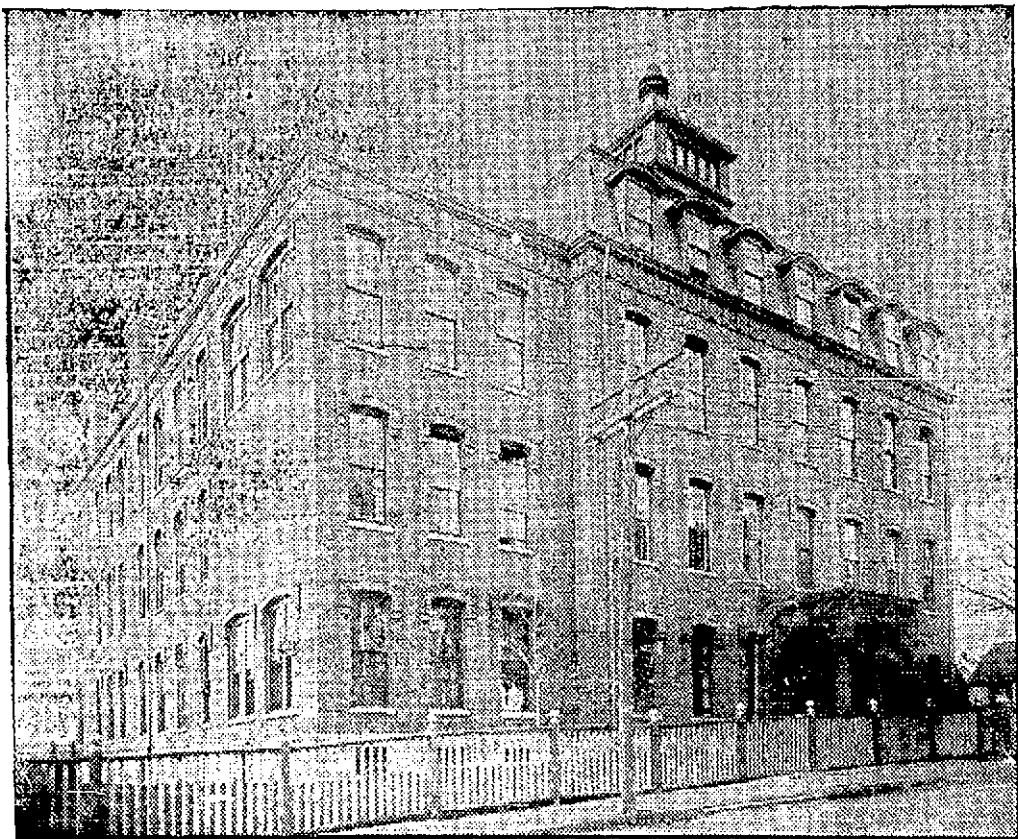
ture, located in Gorham street. This building is, perhaps, as well equipped as any of the Lowell school buildings, and has the benefit of the newest and most modern construction. Another excellent educational institution is St. Joseph's college at 764 Merrimack street, in charge of the Marist brothers, and having nearly 900 pupils. This college was organized in 1892, and like the others, has grown and prospered, due to the perseverance and study of those in charge. So, the parochial schools of Lowell

best teachers in the country, and under the state management it has been most successful. The number of pupils has been large, and the manner in which the school trains its students for the work of teaching is well known and acknowledged by all who have come in contact with its graduates. There are several courses, among the important branches being that which prepared the students for positions as supervisors of music. There is the practical teaching experience in the Bartlett grammar school afford-

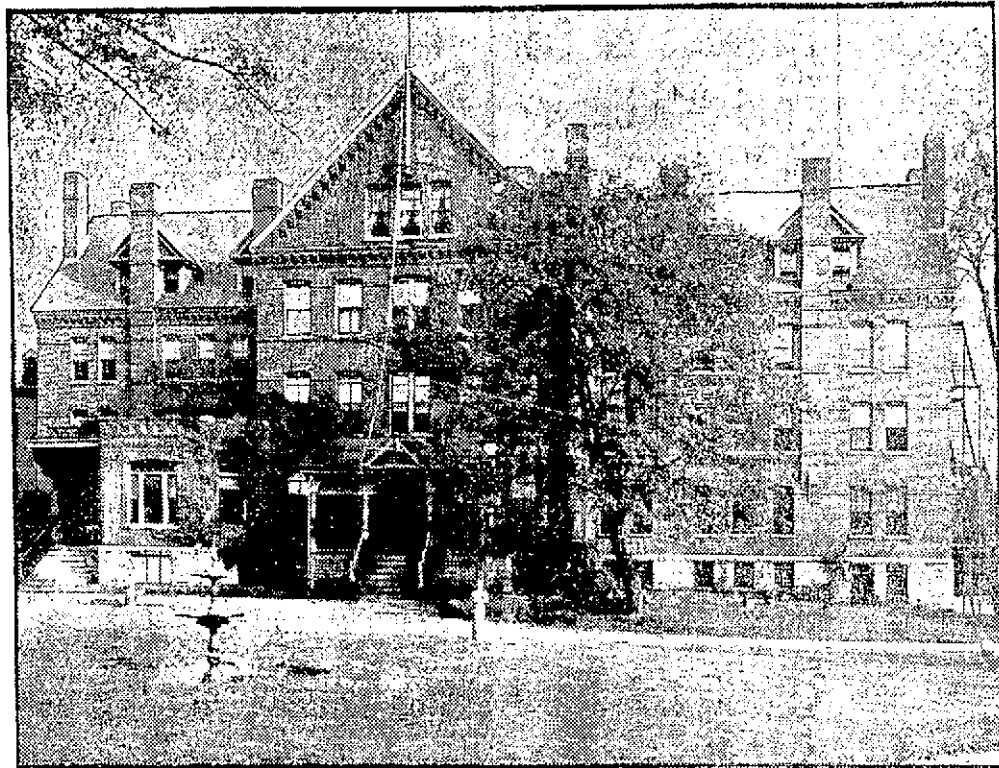
the progressive board of trade of the city conceived the idea of establishing a textile school in this city, finding the necessity for it in the textile conditions of Lowell, the manufacturing, etc., and in the fact that such a school would provide for the needs of the textile industry throughout the commonwealth. Accordingly, members of the board of trade and the agents and treasurers of local mills and of the corporations of Merrimack valley in general, got together and formed the first plans for the establishing of such

education, from this and other sources. It was planned to establish a school of thorough instruction in textile theory and art, rather as a state than as a city institution. An act was passed by the legislature allowing all cities having 450,000 spindles to have a textile school and granting to each \$25,000 on condition that the city itself contributed a like amount. Lowell was the first city to form a corporation under this act, and this was effected in June of the year 1895, the incorporators being Augustus Lowell, A. G.

arranged so as to bring the best possible results. Today the school confers two degrees, having been allowed to do so by acts of the legislature. The degrees are "Bachelor of Textile Engineering" for a four years' course, and "Bachelor of Textile Design." In connection with the chemistry course. There are, besides, the regular three year diploma courses in textile engineering, chemistry, wool and cotton manufacture, etc. The equipment of the school has



ST. JOHN'S HOSPITAL



CHELMSFORD STREET HOSPITAL

school for boys, in charge of the Xaverian brothers; St. Joseph's parochial school for girls, in charge of the Gray Nuns of the Cross, and several others, which were organized and opened later.

THE SISTERS OF NOTRE DAME came to this city on September 14 in the year 1852, through the efforts of Rev. Fathers John and Timothy O'Brien of St. Patrick's church, who realized the value of the work of the sisters for educational purposes. These

the boys of the two or three lower grades in St. Patrick's parochial school.

In the same manner in which the history of the other schools was made, so grew and prospered the parochial schools, under the direction of the pastors of the various churches, until we have the very extensive and praiseworthy system which is doing so much for the city today.

The most recent addition is the new parochial school of St. Peter's parish, a fine institution in a splendid struc-

ture, located in Gorham street. This building is, perhaps, as well equipped as any of the Lowell school buildings, and has the benefit of the newest and most modern construction.

Still another prominent Lowell educational institution, which deserves especial mention is the

STATE NORMAL SCHOOL

in Broadway, which was opened in 1897. The building of this school in Lowell was a big event for the city. The courses at the Normal school have been built up, and developed by the

ed the students during their course, and this, too, has proven most advantageous.

This story of Lowell and especially the section which is devoted to an outlining of Lowell's educational system, would not be complete without some description of the work and growth of the

LOWELL TEXTILE SCHOOL.

which is in every way the pride of the city. Prominent citizens and members of

an institution. An association for the establishing of such a school was soon formed. Hon. Frederick Lawton kindly volunteered his legal services and two bills were prepared to be submitted to the legislature of 1895. About this time the officers of a Philadelphia Textile department of the School of Manual Art of the Pennsylvania museum, made an extensive display of their work at the annual meeting of the National Association of Wool Manufacturers held in Boston and remarkable interest was aroused in textile

Cummock, Edward W. Thomas, Charles L. Hildreth, William S. Southworth, Eugene S. Hyman, A. G. Pollard, Jacob Rogers, Frederick S. Clark, Alvin S. Lyon, Frederick Lawton, Edward W. Atkinson, Thomas Walsh, Haven C. Perham and James T. Smith. A. G. Cummock was elected president, A. G. Pollard treasurer, and James T. Smith clerk.

The attendance during the first term was in every way encouraging. Committees were formed, trustees elected, and the general affairs of the school

been constantly augmented until today: it is a real mill in itself. The machinery and all accessories are of the latest and most modern design and following the newest ideas in the textile industry. The principal of the school is Charles H. Kanes, and he is assisted by a very capable faculty. The student receives both the theory and the practical side of the industry. The graduates are now in most cases holding responsible positions throughout the country, in the textile field.

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LOWELL, MASS.

ERSON B. BARLOW, Manager

INSURANCE OF EVERY DESCRIPTION

Agents for the Strongest Companies of the World

REPRESENTING OVER \$25,000,000 CAPITAL; ————— \$150,000,000 ASSETS; ————— \$50,000,000 SURPLUS

Some of the Companies Represented	Surplus over and above capital and liabilities.	Assets.
FIDELITY UNDERWRITERS.....	\$19,243,555	\$42,586,574
NIAGARA-DETROIT	3,964,710	10,744,785
ST. PAUL FIRE & MARINE.....	3,213,966	9,464,890
BOSTON	2,531,430	6,384,742
GERMANIA	2,596,267	7,260,197
PENNSYLVANIA	2,326,053	8,002,962
WESTCHESTER	1,278,771	5,218,653
WESTERN	1,053,889	2,578,165
MONNHEIM	325,980	872,850

AND 21 OTHER RELIABLE COMPANIES

All Claims Promptly and Satisfactorily Adjusted

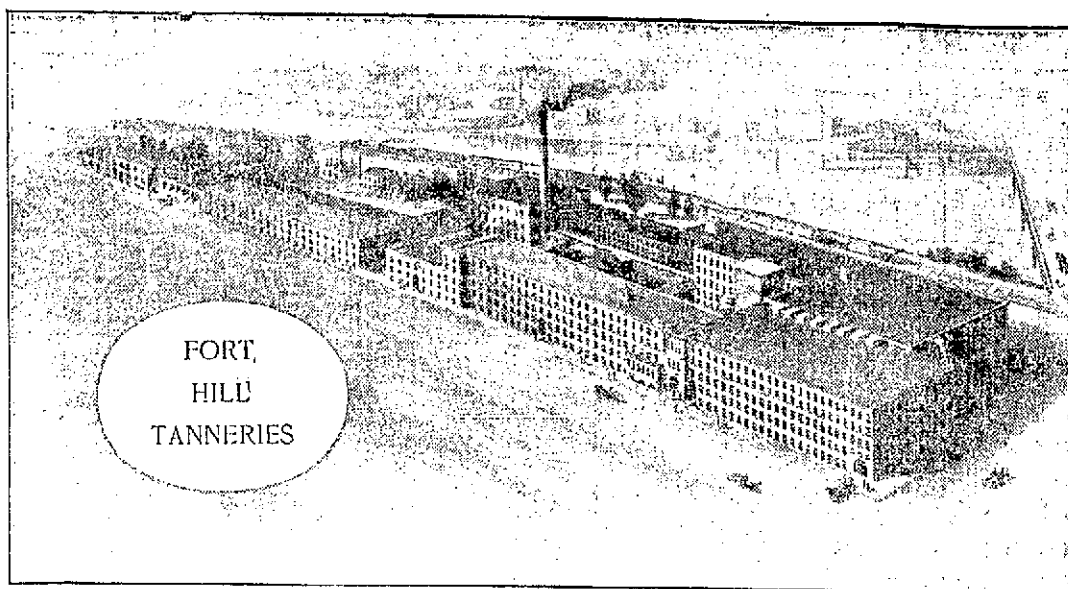
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AMERICAN HIDE AND LEATHER CO.

The Largest
Producers of Calf
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Leather in the Very
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The Lowell, Mass. Factory of the American Hide and Leather Co.

Is noted and stands foremost for two things: Developing the Greatest Amount of HUMAN SKILL in the art of Tanning; and what goes logically with this skill, the production of the finest and best upper leather for Shoes to be found anywhere in the world.

HERE BELOW ARE FIVE LEADERS THAT ARE MADE IN THIS TANNERY

TAN ROYAL is the most excellent colored Chrome Calf Leather, four shades—No. 4 Brown, No. 8 Tan, No. 12 Coffee, No. 16 Mahogany. These colors are permanent. The grain is smooth and mellow with remarkable strength and stability. Polishing and dressing adds richness to the color. TAN ROYAL unites all the qualities desired for fine calf leather. It is used extensively in the leading lines of fine shoes.

ROYAL KID is the highest grade Black Chrome Calf Leather with a dull, smooth finish and a natural grain of the finest soft and pliable texture. This tannage is also extremely durable and is used for the best quality men's and women's shoes. It is similar to Tan Royal Calf Leather with the exception of color. ROYAL KID is the leather which has the fullest confidence of the leading shoe manufacturers in the United States.

BRONKO PATENT is the leading high-grade Patent Leather and has occupied first position for many years, enabling the shoe manufacturer to make perfect Patent Leather Shoes. Its fibre is lively and strong because it has never been degreased or snuffed; its finish is rich, black, and lustrous. Bronko is suitable for men's shoes to retail from \$3.50 to \$6.00, where it gives complete satisfaction for durability and fine appearance.

NUMBER 102 BOX CALF is conceded the best upper leather for storm and rough outdoor wear, hunting, sporting and walking boots of the finest quality. It has a pleasing tan color that cannot be successfully imitated. The grain is dull finished and waterproof. The shoe manufacturers making the highest cost sporting and outing shoes state that No. 102 Box is the best leather they can find in any market.

WILLOW CALF produced over twenty years ago, perfected ever since. It was the original high-grade Tan Colored, Chrome Calf Leather and still holds the highest position. WILLOW has a fine, soft, flexible appearance and feel, and keeps these qualities permanently. Its toughness, durability, and service are remarkable. Made in two shades—No. 101 Tan and No. 104 Olive Brown. Extensively used in the medium and fine grades of men's and women's footwear, in America and abroad.

THE LINES OF LEATHER MADE IN ALL OF THIS FIRM'S PLANTS

Include 20 kinds of Calf and Veal Leather; 32 kinds of Side Upper Leather; 11 Splits; 9 Other Lines; 3 Tannages of Sole Leather. Here the small or large shoe manufacturer finds the BEST TANNED, FINEST FINISHED LEATHERS with Highest Integrity all through and the most efficient painstaking service.

AMERICAN HIDE AND LEATHER CO.

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BOSTON

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CALFSKIN TANNERIES: Lowell, Mass.; Danvers, Mass.; Chicago, Ill., (three plants).

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Milwaukee, Wis.

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Merrill, Wis.

LOWELL THE CITY OF ACHIEVEMENT

SPINDLE CITY WIDELY KNOWN

As Textile Centre Having the Best Textile School in World

Water Power from Two Rivers Joining at Business Centre

The following facts concerning the City of Lowell have been compiled by Secretary John H. Murphy of the board of trade:

Lowell is situated at the confluence of the Merrimack and Concord rivers. Lowell was incorporated as a town in 1826.

Lowell was incorporated as a city in 1836.

Lowell's population is 196,294. Lowell's area is 14.1 square miles, or 9024 acres.

Lowell's valuation is \$84,797,345.00. Real, \$65,297,290. Personal, \$19,490,055.00. Lowell's public property is valued at \$8,919,010.

Lowell has 210 miles of streets. Lowell has 120 miles of sewers.

Lowell has five national banks, two trust companies. Capital and surplus, \$2,150,700.

Lowell has eight savings banks.



COL. JAMES H. CARMICHAEL
Commissioner Fire and Water Dept.



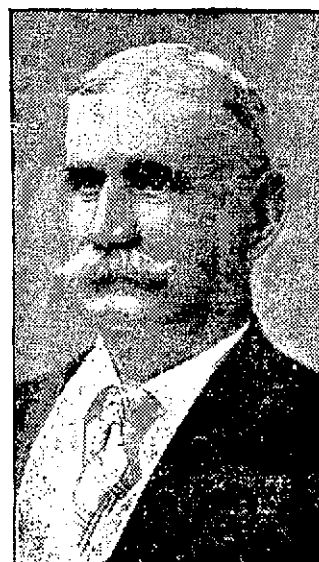
JAMES E. DONNELLY
Commissioner of Public Property



HON. DENNIS J. MURPHY
Mayor of Lowell



HON. GEORGE H. BROWN
Commissioner of Finance



CHARLES J. MORSE
Commissioner of Streets

THE CITY GOVERNMENT OF LOWELL, 1914

Lowell has a per capita deposit in savings banks of \$234.08. Average per depositor, \$415.37. Number of depositors, 71,248. Deposits, \$31,252,452.

Lowell has three co-operative banks. Assets, \$1,441,750.44. Number of members, 4171.

Lowell has 74 churches. Lowell has 77 schools.

Lowell has 130 passenger trains a day.

Lowell handles about 2,000,000 tons of freight annually.

Lowell has four express companies. Lowell has many transfer companies.

Lowell's public library contains 90,000 volumes. Lowell has five live newspapers.

Lowell has 16 hotels. Lowell has 11 amusement houses and theatres.

Lowell develops about 30,000 h. p. daily by means of 6 1-2 miles of canals, which furnish water power to manufacturing enterprises.

Lowell's annual wages amount to \$16,000,000. Within a year five concerns have located in Lowell, which will increase the annual pay roll by \$20,000.

Lowell's gas rate is 85 cents per 1 M. ft.

Lowell has the lowest electrical rates

for power and lighting of any city of its size.

Lowell has four hospitals.

Lowell has the greatest variety of industries in the United States.

Lowell has the greatest textile school in the world.

Lowell has the largest cotton mill in the United States.

Lowell has the largest hosiery in the world.

Lowell has the largest sail cloth factory in the United States.

Lowell has the largest leather factory in the United States.

Lowell has the largest magneto fac-

tory in the United States.

Lowell has the largest carpet mill in the United States.

Lowell has the largest proprietary medicine plant in the United States.

Lowell has the largest mohair plush factory in the United States.

Lowell has the largest phonograph needle factory in the world.

Lowell has an enviable record for labor conditions.

Lowell has exceptional shipping facilities.

Lowell produces enough cloth annually to go around the world seven times.

Lowell's products reach every part of the world.

Lowell has a welcome for any new industry.

Lowell is the fastest growing shoe centre in the United States.

Lowell's capital invested in manufacturing enterprises amounts to \$81,954,000.

Lowell is sometimes called the Venice of America.

Lowell is the home of Ladd, Whitney and Taylor, the first three men killed in the Civil war.

Lowell is the birthplace of Whistler, the artist, and his home is now used

FIGURES SHOW CITY'S WEALTH

Facts That Prove Lowell a Good City in Which to Live

View of Her Many Industries and Educational Institutions

as an art museum

Lowell has 16 1-2 miles of waterways.

Lowell is the largest city in Middlesex county.

Lowell is the largest city of the Merrimack valley.

Lowell is the ideal city of the Merrimack Valley.

Lowell is a centre of the Bay State Street Railway company, and its tracks connect all surrounding cities and towns.

Lowell is the shopping centre for residents of Nashua, Milford and Pelham, N. H., Hudson, Tyngsboro, Dracut, Tewksbury, Billerica, North Billerica, Burlington, Bedford, Wilmington, Andover, Ballardvale, Dunstable, Pepperell, Ayer, Westford, Graniteville, Brookside, Forge Village, Chelmsford, Carlisle, Littleton, North and South

DO IT ELECTRICALLY

MODERN BUSINESS DEMANDS MODERN METHODS. ARE YOU TAKING ADVANTAGE OF THE MANY OPPORTUNITIES ELECTRICITY FOR POWER AND LIGHT OFFERS YOU?

May we assist you in modernizing your factory by the use of electric motors?

Permit us to advise you how to light your store, shop or home in an attractive and efficient manner

Let us furnish you with a design and price of a business-getting electric sign.

We are at your service to show you in countless ways how to benefit by the use of electricity.

Kindly acquaint us with your wants.

THE
LOWELL ELECTRIC
LIGHT CORP.

50 CENTRAL STREET.

L. A. DERBY & Co.

64 MIDDLE STREET, LOWELL

PIONEER ELECTRICAL CONTRACTORS

Installation of all kinds of Electrical Apparatus

Electrical Supplies, Electrical Fixtures

We carry the largest and most complete line of FANCY ELECTRIC LAMPS, COMBINATION GAS and ELECTRIC FIXTURES, ELECTRIC FANS, VACUUM CLEANERS and other electrical household and office appliances.

ALL WORK GUARANTEED. ESTIMATES FURNISHED ON NEW AND OLD CONSTRUCTION

Telephones 3096-3097

LOWELL THE CITY OF PROSPERITY

Chelmsford, Harvard and other places.
Lowell has a police force of 155.
Lowell has a fire department of 190 men.
Lowell merchants employ over 3000 people.
Lowell has never had a water famine.

Lowell consumes 5,369,405 gallons of water a day.
Lowell has over \$2,000,000 invested in public schools.
Lowell has 14 engine houses representing a valuation of \$250,000.
Lowell has a storage warehouse with a capacity of 200 cars.

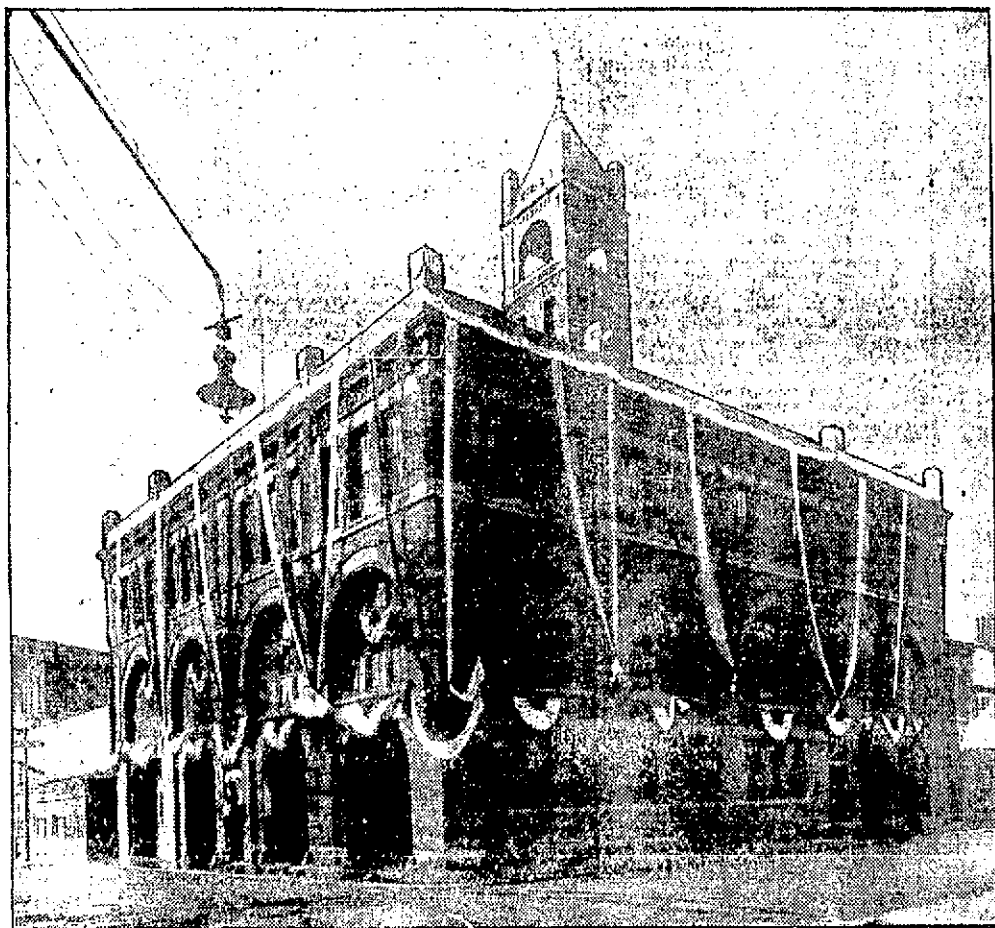
Lowell has nearly 14,000 children in the public schools, and 53 school buildings valued at \$2,000,000.
Lowell has never suffered from a business depression because of its large variety of industries.
Lowell has four industrial schools to teach boys mechanical trades, and

One chief's automobile.
Two district chief's automobiles.
Four automobile combination trucks.
Six engines, four hook and ladder trucks.
Two chemicals, 12 hose wagons.
One hundred and fifty alarm boxes.
Fourteen hundred fire hydrants.

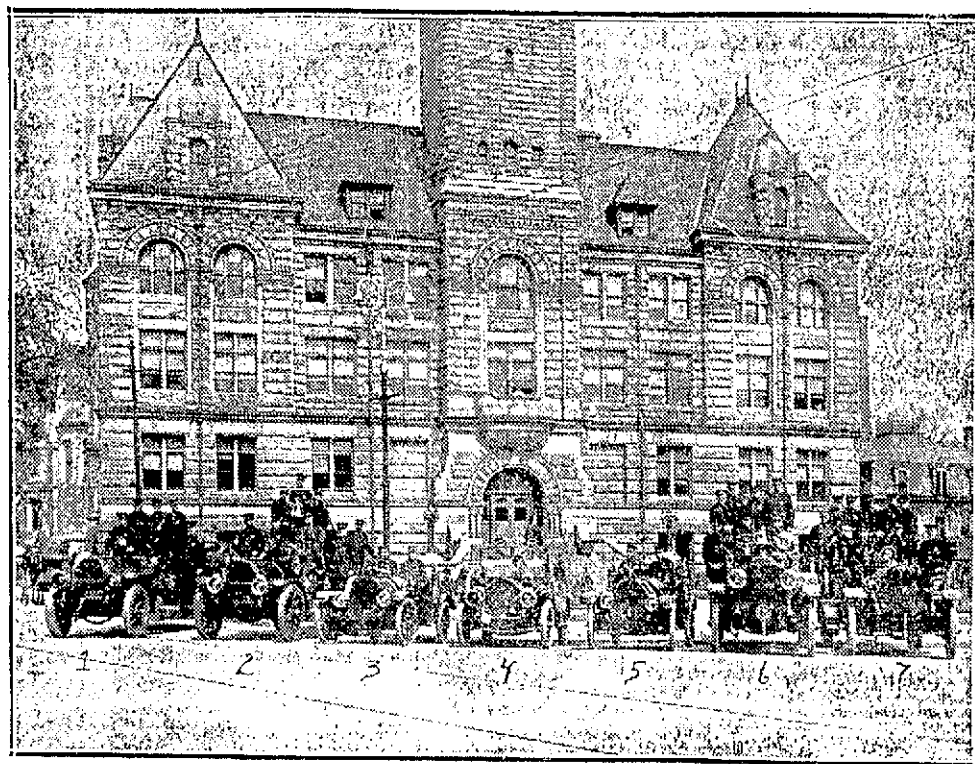
Twenty-three reserves.
One automobile police patrol.
Two motorcycles.
Water Department
Source of supply, 1000 driven wells.
Daily capacity, 14,000,000 gallons.
Daily consumption, 5,369,405 gallons.
Three reservoirs.

is the electric railway system, connecting practically all of the cities and towns, and converting the territory into something like one big community. The electric railways have been a most important agency for the development of the commercial activities of Lowell, as is proven by

opened for business. There was one route from Pawtucket Falls to the Belvidere district, and another from the postoffice to Whipple's mills, and a third was laid through Middlesex street to the Old Lafayette house. Next came a line through Central street and later to Gorham street.



CENTRAL FIRE STATION IN GALA DAY ATTIRE



FLYING SQUADRON OF LOWELL FIRE DEPARTMENT

- 1—Protective Co.
2—Engine Co. No. 4
3—District Chief Crowley
4—Chief Engineer Saunders
5—District Chief Sullivan
6—Hose Co. No. 8
7—Engine Co. No. 2

Lowell has a city hall that cost \$410,000.
Lowell has 352 school teachers in the public schools.
Lowell has more than 1000 manufacturing plants.
Lowell has about 7000 telephone subscribers.

Lowell has the best mouslin underwear factory in the world.
Lowell has 10,554 property owners.
Lowell has 29,651 dwellings.
Lowell has 26,426 assessed polls.
Lowell has 142,322 acres of public parks and playgrounds. Valuation, \$653,272.

to teach girls domestic arts.
Fire Department
Fourteen buildings. value, \$341,000.
Equipment
One hundred and seventeen permanent officers and men.
Sixty-nine substitute call men.

School Department
Fifty-nine buildings. Value, \$1,905,500.
Three hundred and fifty-two teachers. Number of pupils, 12,721.
Police Department
One hundred and twenty-two officers and patrolmen.

One hundred and fifty miles of water mains.
Fourteen hundred hydrants.
Pressure, 17 to 82 pounds.
ELECTRIC RAILWAY SYSTEM
One of the great features of the Merrimack valley at the present time,

figures and statistics.
The herald of the electrical system was the horse car system. The Lowell Horse Railroad company was organized in April, 1863, with an authorized capital of \$100,000 and paid up capital of \$40,128. On the first day of March of the following year, the lines were

Other extensions were made in Broadway and Westford and Chelmsford streets.
The Lowell company had a monopoly of this means of transportation for about twenty-two years until the Dracut company organized, and after some opposition, succeeded in bringing

ANNOUNCEMENT

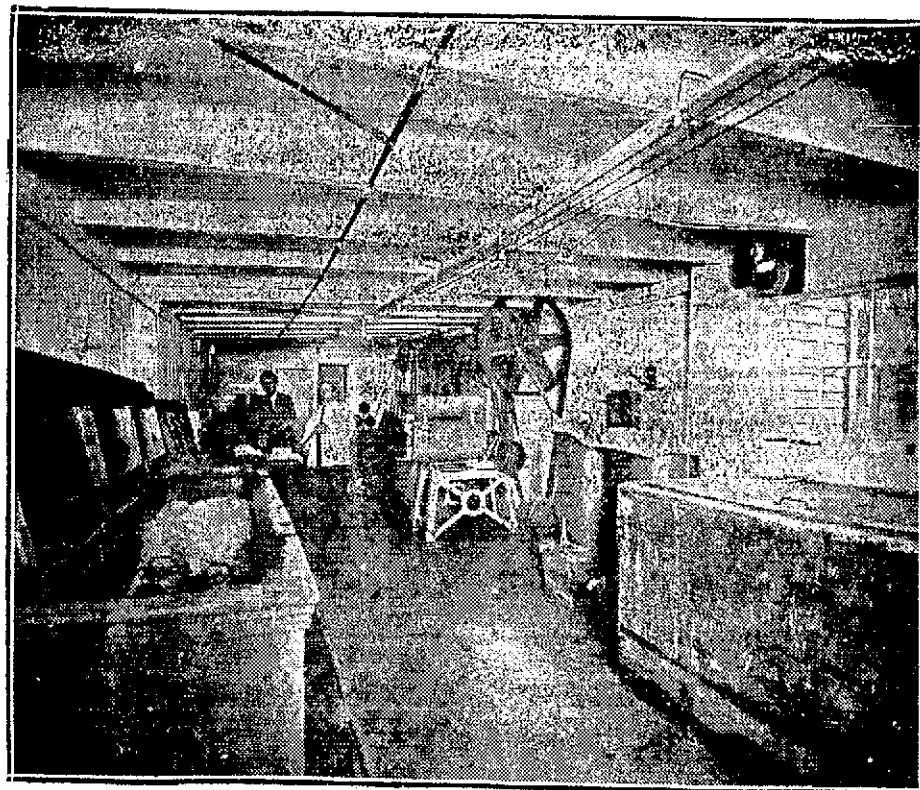
Mr. George W. Conant and Mr. Charles H. May have formed a copartnership under the firm name of the G. W. Conant and C. H. May Co. to serve the public as general electrical contractors and engineers with headquarters at Lowell, Massachusetts. Mr. Conant has been with the L. A. Derby Company, electrical engineers, of Lowell, for more than twenty years in general charge of the power and mechanical departments. Mr. May is a much younger man although with several years' experience in the installation of electric lighting equipment and its accessories, formerly as a partner in the firm of Hinckley & May and for the past eighteen months at the head of his own business.

The company is to have as assistants Mr. J. W. Mevis, an expert with an experience of seventeen years and a specialist in battery controlled apparatus, and Mr. Lester G. Hall, an expert with many years experience pertaining to general electric lighting and power. The strength of this organization in its line of work will be conceded by all those who have any knowledge of its membership. To those to whom the organization is wholly unknown this strength can be quickly proven.

—AT PRESENT IN THE—

Costello Building No. 210 CENTRAL ST.
Telephone 1740

A BUSY CORNER AND ONE OF OUR GROWING INDUSTRIES



SHARF'S ICE CREAM PLANT COR. PAWTUCKET AND SCHOOL STREETS

THE SUPERIOR QUALITY OF

SHARF'S ICE CREAM

Has made it famous for all festive occasions. Family trade a specialty.
Served at all reliable soda fountains.

—ASK FOR SHARF'S—

PROMPT DELIVERY

REASONABLE PRICES

CHARLES SHARF

ICE CREAM
MANUFACTURER

Cor. School and Pawtucket Streets

Telephones 3740-3760

LOWELL THE HOME OF TALENT

its lines into the city. Tracks were laid on Bridge street, and the lines extended from Merrimack Square to Lakewood park, then one of the favorite recreation grounds for Lowell people. In 1839 bonds were issued for the purpose of securing and installing electrical equipment for these lines to Lakewood, and in 1842, the railroad commissioners authorized the Lowell and Draught company to issue further stock for \$100,000. The company then had various routes running to different points throughout the city. Meanwhile the city was growing rapidly and its settlements began to be projected farther into the suburbs. This gave rise to the question of rapid transportation for the dwellers of these growing communities to connect them with the central portion of the city.

In a short time, the directors of the Lowell and Draught company acquired a controlling interest in the Lowell company. Consolidation, it was found, would better serve the interests of the public and would facilitate the operation of both lines. Accordingly the two were combined in the Lowell and Suburban Street Railway company. This had a very favorable effect upon the growth of the city of Lowell as well as of the suburbs.

The advent of electric power to replace the horses brought about a great increase in the street railway business, and in a remarkably short space of time, the horse cars were done away with, and electricity used instead.

Mr. P. F. Sullivan, president of the Bay State Street Railway today, was an officer of the Lowell and Suburban Street Railway company. This company was successful, being operated for a time without further change. At length, however, the Lowell, Lawrence and Haverhill Street Railway company was formed and some time afterwards, the latter and the Lowell, Lawrence and Haverhill roads were combined under the latter name. The next company to enter the field was the Lynn and Boston company which soon consolidated with the Lowell, Lawrence and Haverhill lines under the name of the Lynn and Boston company. This was followed by the Boston and Northern company, and at last by the Bay State Street Railway company.

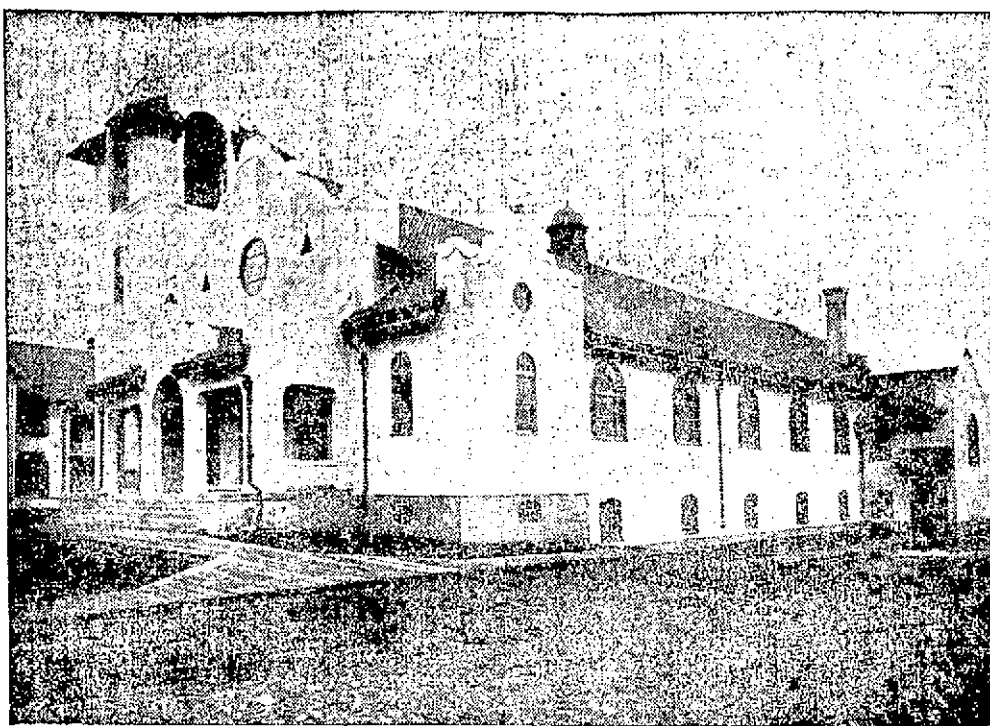
Today the Bay State Street Railway system serves 36 cities and towns, extending from Nashua, N. H., to New-

port, R. I., with numerous branches. The company is operating on approximately 940 miles of track. It has nearly 950 closed cars and approximately 1100 open cars. Mr. P. F. Sullivan is president of the company, having a very wide experience in the street railway business. Mr. Thomas Lees is general superintendent in Lowell, and Mr. H. E. Farrington is superintendent. Both men have had a wide experience in this work and have very creditably conducted the affairs of the company in Lowell and vicinity. Mr. Lees started as a conductor in 1838, and his rise from that to the positions of assistant starter, starter, and finally to his present high position was rapid. Mr. Farrington has been connected with several other companies in responsible positions, and has been with the Bay State company about four years.

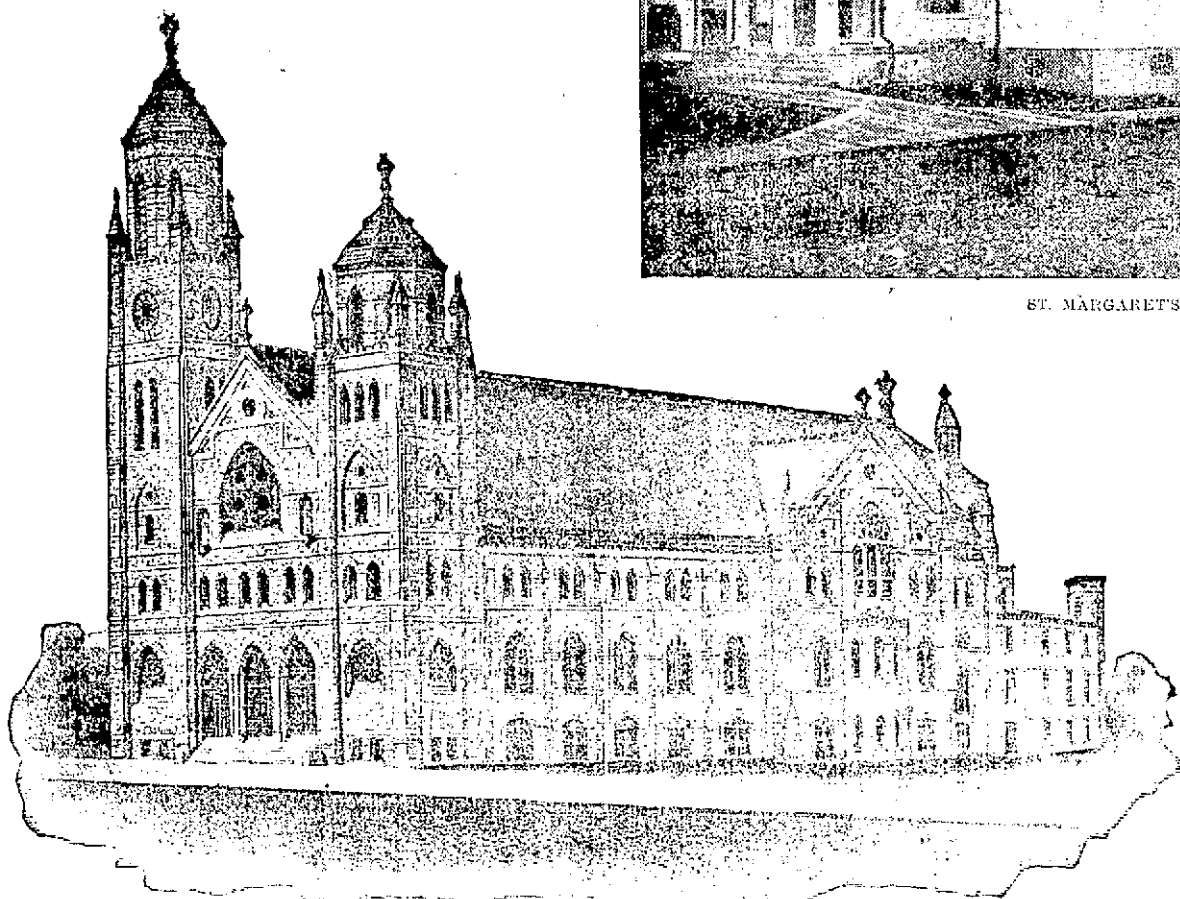
Lowell is connected with every part of Eastern New England by trolley lines, and very many people take advantage of this fact in planning their summer vacation trips.

LOCAL INDUSTRIES

More than half a century ago the Lowell Gas Light company was established in this city and began operations, supplying the needs of the people of this city, in a capable manner, and never losing an opportunity to grow and expand. The legislative act enabling the incorporation of this company was passed in 1849 and was



ST. MARGARET'S CHURCH



ST. PETER'S CHURCH

energy and added enterprise on the part of the manufacturers, the city could be greatly aided as a shoe manufacturing city. This industry was started in Lowell in 1837 when the John Pilling company, in Worthen street, began the manufacture of women's shoes with a capacity of 1000 pairs per day. Since then other companies have come and built factories until Lowell is at present a very promising shoe city. The other companies operating here at present are: Federal Shoe company, L. H. Spaulding company, A. J. Foster company, Stover and Bean company, Mears, Feely and Adams, Field and Lumbert Co., Berry Shoe Co., Robinson and Hazelton Co., Frank Hoyt Co.

There are many circumstances which contribute to the prospects of the city as a center for the development of the shoe industry, including direct connection with the United Shoe Machinery Co., and other facts. With an increased interest toward getting more skilled labor to the city, the manufacturers have it in their power to bring about this development. Also by advertising Lowell as a shoe city, which is done to a large extent by the ever alert board of trade.

AMERICAN HIDE & LEATHER CO.

One of the most prominent of Lowell concerns is the American Hide and Leather company, whose Perry street tanneries are familiar to every resident. The fame of this company is world wide, and its products are sent to every corner of the globe.

The Lowell tanneries of this company are located in several mammoth buildings, comprising a remarkable plant and employing a very large number of men. Five of the leaders of the products of this company are very well known throughout the country; they are listed as follows: Tan Royal, Royal Kid, Bronco Patent, Number 102, Box Calf and Willow Calf. The company supplies the makers of the highest grade footwear for the material with which to manufacture their products.

The company has headquarters in Boston, New York, Chicago, St. Louis, Cincinnati, and these include offices and stores. There are calfskin tanneries in Lowell, Danvers, Mass., and Chicago. Side Upper leather tanneries in Milwaukee, Wis.; Sheboygan, Wis.; Bellston Spa, N. Y.; Curwensville, Pa., and three plants in Woburn, Mass. There is a large shoe stock

signed by Governor George N. Briggs. The capital stock was not to exceed \$300,000. Business, however, was actually begun a short time later with a capital far below the limit.

Since the establishment of this company, the use of gas in lighting and heating for household purposes has grown in popularity. Today the company has a magnificent plant in School street for the generation of gas. At the corner of Shattuck and Middle streets, the company has a business office equipped in a modern and up to date way, and in Merrimack street is a gas appliance store where are sold various gas appliances, such as lamps, stoves, flatirons, and other equipment for the household. Mr. George S. Motley is president of the board of directors.

The company is one of the most prosperous of the Lowell concerns at the present time and has contributed largely toward the general prosperity of the city.

LOWELL AS A SHOE TOWN

Lowell is a rapidly growing shoe center, and with a little work and

EVERYTHING ELECTRICAL

ELECTRIC DOMES AND FIXTURES AT REDUCED PRICES

We wish to thank the people who have patronized our stores in the past, and assure you that we have tried to give each customer as much for his money as possible, and make a profit. Our stores in Lowell:

261 Dutton Street, 62 and 64 Central Street, and 63 Prescott Street

Save 25 to 35 per cent. by trading with us—We are the only wholesale electrical house in Lowell

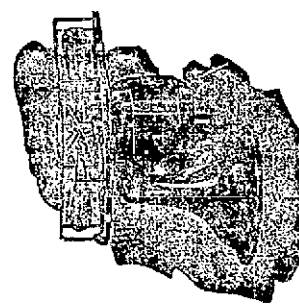
THE FOLLOWING ARE A FEW OF OUR PRICES

Reg. Price	Our Price
Brass Key Sockets.....	.30 .18
No. 50715 Receptacle.....	.15 .10
Green Twisted Lamp Cord, No. 18, ft.....	.03 .02
Black Reinforced Window Cord, ft.....	.05 .04
Electric 2 1/4 in. Shade Holders.....	.10 .04
2 Wire Porcelain Cleats, pair.....	.02 .01
3 in. 5-16 Tubes.....	.03 .01
Household Medical Coils, each.....	3.50 2.40
Old Brass Pull Sockets.....	.60 .35
Pencil Zincs for your battery.....	.06 .04
Salamoniac, by package.....	.06 .04
Cylinder Carbons for battery jars.....	.25 .15
No. 6 Autocrat Dry Cells, each.....	.25 .20
Columbia No. 6 Dry Cells, each.....	.25 .20
Red Top Columbia Ignitor, each.....	.30 .22
Ever Ready Tungsten 3 Cell Flashlight Batteries.....	.30 .30



Automobile and Motor Switches from 25c to \$1
Fans from.....\$5 to \$30
Telephone Instruments from, each \$1.10 to \$3.30
Spark Plugs from, each.....23c to \$1.50
Flashlights from.....26c to \$5.00

Reg. Price	Our Price
Shepard's 3 Cell Tubular Batteries.....	.20
2 Cell Shepard's Tubular Batteries.....	.17
2 Cell Nickel Case Flashlights.....	.49
2 Cell Miner's Tubular Ever Ready Batteries.....	.19
3 Cell Miner's Tubular Ever Ready Batteries.....	.46
Electric Battery Engines.....	.53
Stiff Rope Gas Brackets.....	.20
Single Swing Gas Brackets.....	.35
Gas Tips, dozen.....	.10
Gas Mantles, each.....	.10 to .30
Wooden Push Buttons, each.....	.05
Carbon Lamps, 3 1/2 volt, each.....	.10
Carbon Lamps, 110 volt, 16 c. p. lamp, each.....	.16
Wooden Battery Switches, each.....	.10



Automobile Tungsten Lamps from, each 19c to 40c
Electric Desk Fans, 12 in., from, each \$7.85 to \$17
2 and 4 Blade Ceiling Fans from, each \$25 to \$50
Electric Vacuum Cleaners from, each \$38 to \$100

	Reg. Price	Our Price
Inverted Gas Burners, complete		.27
Gas Shades		.10
Electric Shades		.10
Inverted Gas Shades, each, from		.10 to .30
Gas and Electric Domes, from	6.70 to 40.00	
Electric Portable Lamps, from	3.00 to 50.00	
Electric Portable Lamps	22.50	13.80
Electric Portable Lamps	11.40	6.30
Electric Portable Lamps	13.20	8.80
Electric Portable Lamps	9.60	5.05
2 Light Electric Chandeliers	4.00	2.50
3 Light Electric Chandeliers	6.00	3.25
4 Light Electric Chandeliers	20.00	9.25
2 Light Gas Fixtures	1.75	.90
3 Light Gas Fixtures	2.20	1.30
4 Light Gas Fixtures	13.60	8.25
Portable Desk Lamps	12.00	3.50
Triangle Electric Iron	3.00	2.60

WE CARRY A LINE OF PLUMBERS' SUPPLIES. CALL AND SEE OUR GOODS AND PRICES.

We make a specialty of furnishing small induction motors for all kinds of work.

WE DO ALL KINDS OF ELECTRICAL WORK.

New England Electric and Supply Corporation

J. HENRY COLLINS, Treasurer and Manager.

TELEPHONES—1317-W, 1317-Y, 1317-R

LOWELL CATERERS TO THE WORLD

plant at Blenheim, N. Y., and sole leather tanneries at Mansfield, Mich.; Manistee, Mich., and Merrill, Wis.

MACHINE SHOPS

The Saco-Lowell Machine company has one of the largest plants of any Massachusetts Manufacturing company. The company organized in the

mention to a few of those which have figured most prominently in the city's growth and which are spreading broadcast the fame of the city.

ELECTRIC LIGHT CORPORATION

Another thriving and progressive corporation is the Lowell Electric Light Corporation, the office of which is in Central street, and the plant in Belvidere.

of The Sun. The company deals in all sorts of electrical appliances, for lighting, heating and furnishing power, and many useful and valuable articles are on display at the store in Central street. These windows have gained an enviable fame among Lowell people because of their novelty and constant attractiveness. They show what is

found throughout this industrial edition, numerous messages to the readers from the manufacturers and business concerns, who, by means of advertisements in this big medium are conveying to the general public the news of their progress, the list of their products, etc., and showing why they should be patronized.

FACTORY PRODUCTS FAMOUS

At another point in this story of Lowell, mention was made of the fact that Lowell has the greatest variety of products of any city in the country. This is a fact, the importance of which is perhaps not sufficiently impressed upon the people.

The fact of Lowell's location at the confluence of those two great rivers, the Concord and the Merrimack, has been an important factor in the bringing to this city of the various big manufactures, even of those who do not use water power.

Some of the products of Lowell are world wide in their fame, having been advertised and sold in every civilized land. This could not be the case if the products were not wholly worthy of all the good things which their advertisers claim for them. They have been projected into the general trading world, and have met with favor at the hands of the people.

For instance, a few of Lowell's famous products, omitting for a time, the great amount of the finest quality cloth which is turned out by the mills, are as follows: U. S. cartridges, Ayer's sarsaparilla, hair vigor and other remedies; Lloyd's sarsaparilla and other remedies; Rubifoam, Hoyt's cologne, Moxie, O'Sullivan's rubber heels, Biscow carpets, Shawknit hosiery, St. Thomas salve, Holms magnets, Karbolith flooring, rubber tires of all sizes and kinds, from the Patterson Rubber company, and many others, too numerous to mention.

In advertising all of these products, their manufacturers have advertised the city to a wide extent, with results that have been almost incredible.

The patent medicines made in Lowell are of country-wide use. The products of the J. C. Ayer company are known to every one, as are those of the C. I. Flood company.

Lowell is a big shopping center, being handily located to a large number of smaller towns. This is facilitated by the fine service of the Bay State Street Railway company. People come from Granville, Ayer, Nashua,

Milford, Pelham, N. H., Hudson, Tyngsboro, Dracut, Billerica, North Billerica, Burlington, Bedford, Wilmington, Andover, Ballardvale, Dunstable, Pepperell, Westford, Brookside, Forge Village, Chelmsford, North and South Chelmsford, Carlisle, Littleton, Harvard and other places.

PARKS AND PLAYGROUNDS

There is another side in the life and prosperity of a city beside the commercial side, namely the social life, the resources for recreation, the public institutions.

Lowell is noted for its public playgrounds, places of recreation for her children, which have been of untold benefit to the city in affording healthful out-of-door recreation to all who desire to take advantage of it. The system has been established and kept up for a number of years, always with

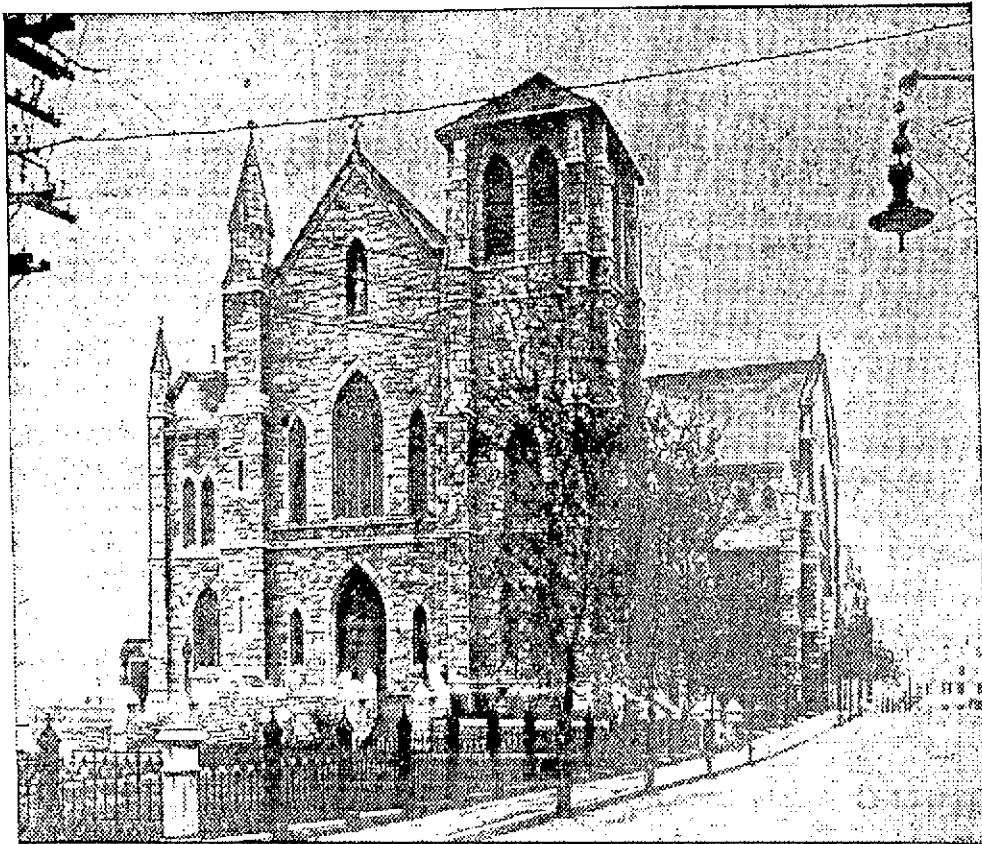
increasing success, a fact that has been a source of gratification and pride to the residents of the city, and which has caused visitors and people of other cities to speak in glowing terms of the spirit of the "City of Spindles." Lowell has about 142,322 acres of public parks and playgrounds, and the valuation of these is nearly \$700,000. These afford amusement for the children. Throughout the summer months the little lads and misses have at their disposal playgrounds where they may enjoy all sorts of sports and games under the direction of competent, watchful supervisors. The boys are taught baseball, basketball, and the various other athletic sports, while the girls are afforded useful information and instruction in various kinds of work, and this is accomplished in a manner that is more like play to them. They are also taught the dances of

the nations. At the end of the playground season, each year, there is a grand exhibition at the grounds at the South common at which people from all over the city congregate to watch the organized play of the little ones.

The parks are another big feature of the city, and make Lowell the "City Beautiful." Throughout the warm weather these are frequented by the residents. One of the most beautiful of the parks is that on Fort Hill, where in years gone by was situated an old Indian fort.

BOARD OF TRADE

Lowell has a live organization of the business men, known as the Lowell board of trade, an organization which has been exceedingly active in promoting the city's growth. It would be most fitting at this point to give a history of this board of trade, from



IMMACULATE CONCEPTION CHURCH

early days of the history of this section and has grown wonderfully. Today the Lowell plant is one of the largest and most efficient of the kind in the country.

It would be impossible to go into detail regarding all of the manufacturing of this city but in the foregoing paragraphs, we have simply given due

credit. This company deserves special mention from the fact that it supplies with electric light, heat or power a great number of the families or manufacturers of the city of Lowell.

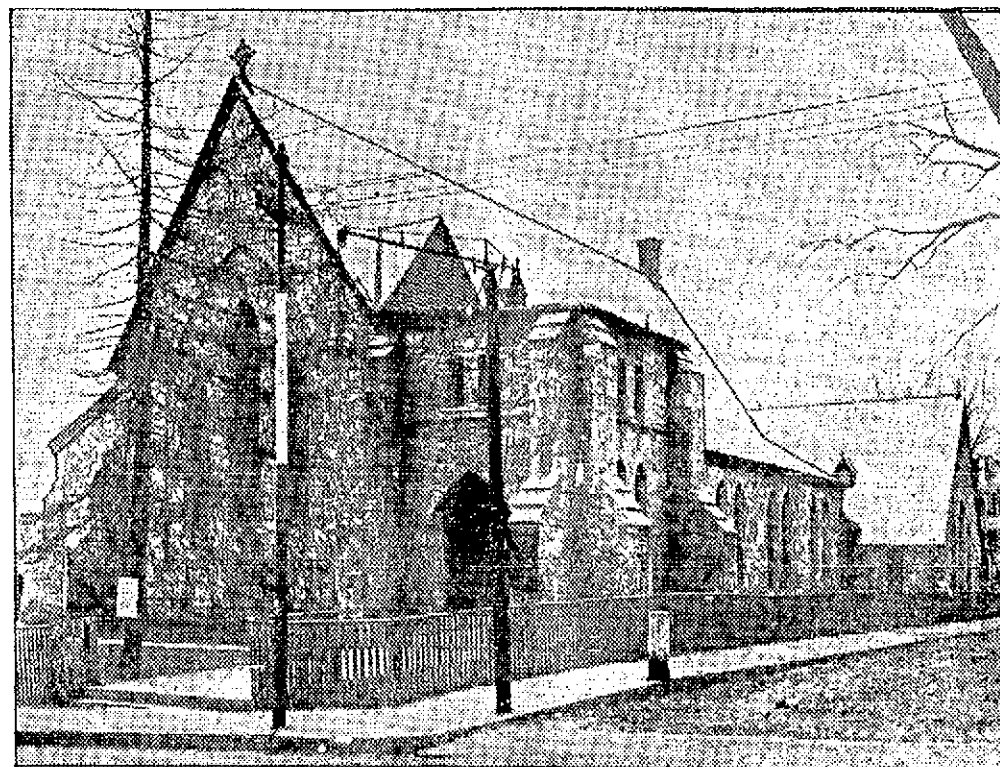
The company is a firm believer in advertising and its daily message to the public will be seen on the lower part of the first page of each edition

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ST. JOHN'S EPISCOPAL CHURCH

BURN WILSON'S COAL

Lime, Cement, Brick

BUILDING MATERIAL OF ALL KINDS



DISTRIBUTORS OF LOWELL GASLIGHT COMPANY'S

COKE

E. A. WILSON & CO.

4 MERRIMACK SQUARE—700 BROADWAY—15 TANNER STREET

Pure Drugs, Chemicals, etc.

CAN BE BOUGHT AT

Talbot's Chemical Store

AT ALL TIMES. PRICES ARE RIGHT AND CUSTOMERS ARE ALWAYS ASSURED THE BEST ATTENTION

Carbolic Acid Cryst., lb. 35c
Boric Acid (Antiseptic) lb. 19c
Oxalic Acid (Bleaches) lb. 15c
Alcohol (Pure Grain) pt. 45c
Alcohol (Denatured) pt. 10c
Alum (Ground or Lump) lb. 5c
Ammonia (Double Strength) pt. 10c
Aniline Colors, oz. 10c
Arnica Tincture, 8 oz. 35c
Arrowroot, Powdered, lb. 30c
Bay Rum (Best Imported), qt. 70c
Bisulphide Carbon, lb. 30c
Blue Vitriol, lb. 10c
Borax (Ground) lb. 7c
Calcium Carbide, 10 lbs. 85c
Camphor Gum, lb. 52c
Moth Balls, 3 lbs. 25c
Moth Flakes, 3 lbs. 25c
Arsenate Lead, lb. 18c
Pyrox (Bowlers) lb. 25c

Ginger (Ground) lb. 20c
Powdered Hellebore, lb. 20c
Insect Powder, lb. 35c
Iodine Tincture, 4 oz. 30c
Metal Polish. 10c, 25c
Sponges (Large), each 20c
Oil Cedar, 3 ozs. 25c
Castor Oil, pt. 17c
Castor Oil (Flavored) 4 ozs. 15c
Rae's Olive Oil, qt. 85c
Pasquale Olive Oil, qt. 70c
Floor Oil, gal. 30c
Cottonseed Oil, qt. 25c
Screen Enamel. 15c, 25c
Bath Tub Enamel, pt. 80c
Bronzing Liquid, qt. 35c
Bronze Powders, oz. 10c
Floor Paint, qt. 50c
Household Varnish, qt. 55c
Interior Enamel, qt. 70c
Liquid Granite, gal. \$3.00

40 MIDDLE ST.

LOWELL THE CITY OF ENDEAVOR

its origin, and a brief summary of the work which it has accomplished through the enterprise of its officers and members. Mr. John H. Murphy, the present secretary, is one of the most active of the promoters of the interests of the city today, and is always on the alert for an opportunity to add to the city's industrial and commercial resources.

The first business organization of the city of Lowell was known as the Lowell Business Men's association, which was organized May 31, 1887, with Charles H. Coburn as president. September 26, of the same year, the

replete with many undertakings tending to the betterment of local conditions and among the many important recommendations made or projects launched were the following: Improvement of water supply, building of a new high school, building of a new postoffice, establishment of the Textile school, and many matters of a civic nature.

The board today is much larger in membership. Its scope of work is broader and its many accomplishments are heralded as acts of efficient business building.

The membership numbers about 850 and the surrounding towns are organ-

other industries that have been in operation here. Shoe shops, felt factories, machine shops, chemical plants and rubber establishments that have started business here during the past three years have added a million dollars to the annual pay-rolls of the city.

The board has made many valuable

affairs, city beautiful work, educational projects, regulation of fire insurance rates, legislation, postal affairs, public health, better roads and the development of the Merrimack river are a few of the topics which entail the work of committees and which are at present being discussed

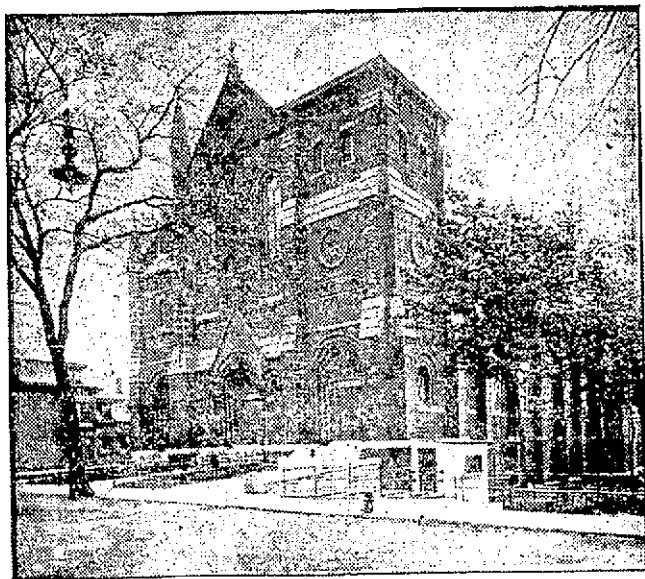
libraries of the larger cities and many have been sent to the American representatives in foreign countries.

The business and professional men who are members of the Lowell board of trade are proud of their organization and business interests of New England do not hesitate to commend

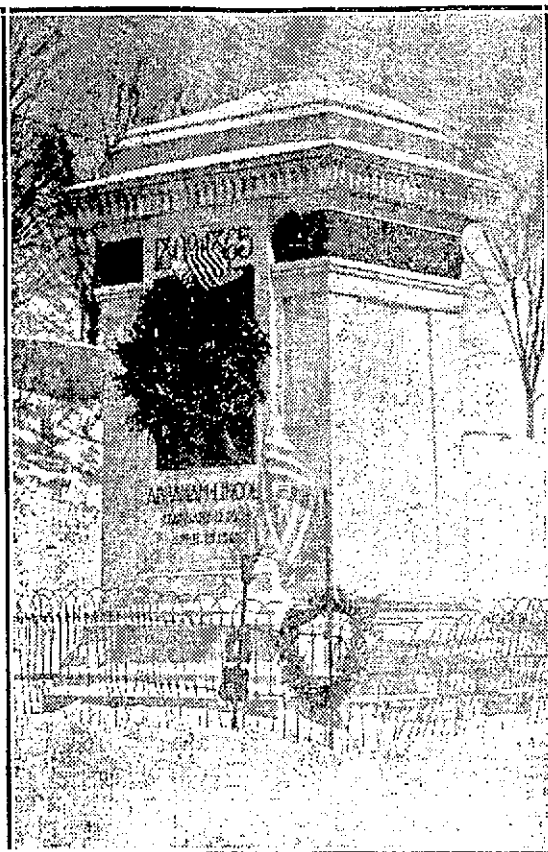
company, a corporation engaged in the manufacture of automobile tires, and the location of the mammoth locomotive, car and repair shops of the Boston & Maine railroad are two very successful results of an industrial nature in connection with the work of the Lowell board of trade. In competition with hundreds of cities seeking the location of these two plants the effectiveness of an efficient organization and the civic pride and unselfishness of the members counted wholly for the success attained.

The past presidents of the board have been the following: Charles H.

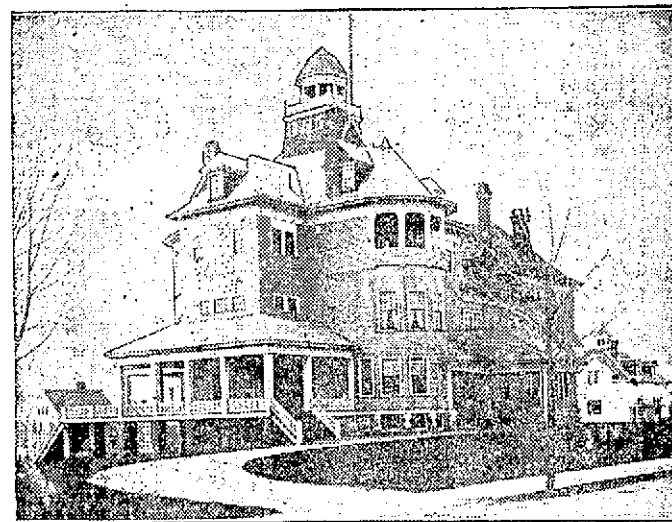
ard, Ex-President Walter S. Watson, Ex-President Alonzo G. Walsh, Ex-President Henry A. Smith, Ex-President Harvey B. Greene, Otis W. Butler, Daniel F. Carroll, Milo D. Clay, Hon. John E. Drury, Harry Dunlap, Herford N. Elliott, Frederic A. Fisher, Esq., Robert Friend, Patrick Glibride, Walter E. Guyette, Irving D. Kimball, George E. King, Dr. Joseph E. Lamoureux, Benjamin J. Mahoney, William A. Mitchell, Clarence H. Nelson, Frank Ricard, James C. Reilly, Esq., Arthur W. Saunders, Daniel W. Shanahan, Hon. John T. Sparks, George H. Taylor, Paul B. Wesson, George W. Trull,



SACRED HEART CHURCH



LINCOLN MONUMENT



THE HIGHLAND CLUB

name was changed to the Lowell board of trade and January 16, 1890, it was decided to incorporate the organization and February 3, 1890, a charter was received from the commonwealth of Massachusetts incorporating the Lowell board of trade with the following names inscribed as charter members: Charles E. Adams, G. Winfield Knowlton, Francis Jewett, Edward N. Wood, J. L. Chalfoux, Charles W. Wilder, Roswell M. Boutwell, Charles A. Stott, P. O'Hearn, Charles H. Coburn, Arthur G. Pollard, J. Tyler Stevens, George A. Marden, A. M. Chadwick, Amasa Pratt, George H. Marston.

The early records of the board are

and it is safe in reckoning about 2000 members of boards of trade in Greater Lowell. The advantages of cities and towns having organizations are manifold.

A business organization that is constantly working for the interests of a city or town is bound to increase the prosperity of the community.

The record of the board for the past few years is of such a nature as to warrant universal commendation for industries have been induced to locate in Lowell, which have given employment to thousands of employees and the wages paid have been in advance of

recommendations to the city government namely, licensing of newsboys, layout of streets, better street lighting, establishment of public hall and public market, elimination of the bill board nuisance, the fencing of the canals and the establishment of industrial schools and playgrounds.

Transportation matters, municipal

with an idea of advancing the welfare of the community.

The board has lost no opportunity to favorably advertise the city in every way possible and has printed year books which display the advantages and tell of the opportunities of the city in a very interesting way. These books have been distributed to the

the board for its activity, accomplishments and standing.

The meetings of the board which are frequently held are given over to the discussion of some topic of interest, dealing with city, state or national affairs in business and are well attended and prove instructive and interesting.

The location of the Patterson Rubber

Coburn, Charles E. Adams, Charles A. Stott, J. L. Chalfoux, George A. Hanscomb, Jesse H. Shepard, W. S. Watson, George H. Marston, Charles H. Conant, E. J. Neale, A. G. Walsh, Henry A. Smith, Harvey B. Greene, Arthur L. Gray.

The present officers are the following: George M. Harrigan, president; Robert F. Marden, first vice-president; Frank Hanchett, second vice-president; P. O'Hearn, third vice-president; Edward B. Carney, treasurer; William F. Hills, auditor; William Cogger, clerk; Hon. Dennis J. Murphy, Ex-President Jesse H. Shep-

Rev. C. H. Williams, Dr. H. N. Larabee, William J. Quigley, Hon. Edward Fisher.

Success has crowned the past year's work and the officers and members are ever on the alert to advance the interests of the community and are ever watchful of the slogan, "Lowell, the City of Opportunity."

LOWELL'S INSTITUTIONS

There are many features about Lowell which combine to make it the "City Beautiful." Among these are the parks, well kept and adequate, the shade trees along the streets and our

G. C. Prince & Son, Inc.

— WHOLESALE AND RETAIL —

STATIONERS

Books, Art Goods, Stationery,
Office Appointments, Wrapping
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GLOBE FILING CABINETS, PICTURE FRAMES TO
ORDER, CIRCULATING LIBRARY AND
GIFT SHOP

This firm furnished the frames for the beautiful Coggeshall paintings which adorn the walls of the business office of The Sun; the Globe filing cabinets in The Sun editorial department and equipped every office in The Sun building with standard thermometers.

G. C. Prince & Son, Inc.

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INSURANCE VARIETIES

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LOWELL THE CITY OF SUCCESS

public buildings.

One of the chief sources of local pride is centered in the magnificent city hall and the Memorial building. The Lowell city hall is constructed of Conway granite, and is situated at the junction of Merrimack and Moody streets, a most convenient and centrally located site for such a building.

The interior of the building is clad

buildings were constructed at about the same time. Memorial building today contains the city library, and Memorial hall, the latter used for the meetings of some of the G. A. R. posts, the Spanish war veterans and kindred organizations.

One important resource of the city of Lowell is her public library, a most complete institution, with thousands of volumes and constantly growing.

section of the entry of the city hall of that day and was opened on Feb. 11, 1845. A fee was paid by the people for the privilege of taking books from the library, the fee being 50 cents per year. Josiah Hubbard was the first librarian. He continued in that office for thirteen years.

In the early days of the library, the city purchased a private circulating library and later the mayor was re-

Here, the library grew until the quarters became too crowded, and it was finally decided by an act of the city authorities to erect a Memorial hall.

The present librarian is Mr. Frederick A. Chase who has held that office for a number of years. During his incumbency there has been a notable growth in the library, the circulation of its books, and the number

residents of the city. A sum was appropriated to add to the number of these books, their original addition to the library's shelves having met with such decided favor.

The library today is all that could be desired, and is a real credit to our city. Its equipment is for the most part fireproof; there is a large reading room where are placed tables containing all the latest standard periodicals,

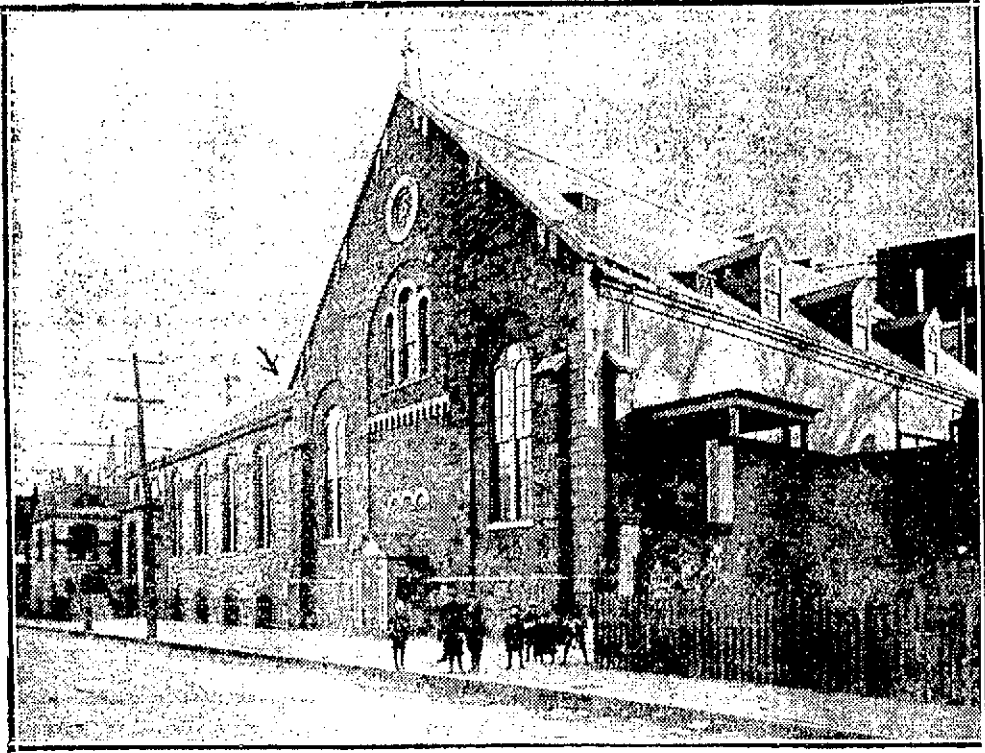
H. Allen, then representing the Seventh district, made an appropriation of \$200,000 for a federal building to be erected in Lowell. The government selected the site at the corner of Appleton and Gorham streets, previously to that time the site of St. Peter's church.

The building which serves us today was then erected, and is a credit in every way to its builders. Of late,

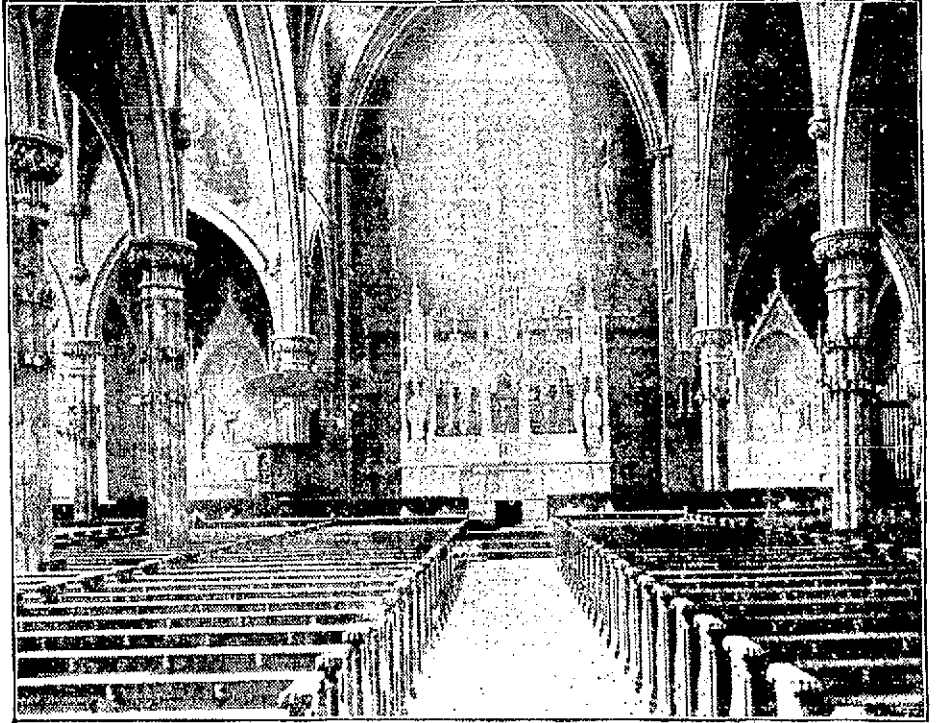
to it.

THE ARMORY

The armory in Westford street is another most imposing structure. It has often times been described as a "model of military convenience" which is quite true. The building was constructed at a cost of about \$80,000, to fill the need left by the destruction by fire of the old armory in Middle street, the loss of which left



ST. JOSEPH'S CHURCH



INTERIOR OF ST. PATRICK'S CHURCH

now finished. There are handsome council chambers for the members of the municipal council, and for the various other committees and departments. There are separate offices for the heads of all the various departments.

In the same large triangular plot in which the city hall was erected, stands the Memorial building. Both

The library was founded by an act of the city council on May 20, 1814. At that time there were several school libraries, and a sum was appropriated by the state for establishing them in the various cities and towns. Lowell received \$1200 from this source and the first library was instituted as the "City School Library." It was first located in the west

quested to draw from the treasury \$2200 for the purchase of books. In 1860, the name was changed to the City Library of Lowell, and twenty-three years later the annual fee was done away with and the use of the books made free. This library had had various quarters; it was removed to another building in Merrimack street, owned by Mr. Hosford, in 1872.

of its volumes. The people of Lowell realize the benefits to be derived from the city library and are not slow to take advantage of them. There is a great proportion of the historic, technical and other instructive reading matter used by them. Recently a number of Polish books were purchased and immediately sprung into favor with the Polish

art and reference departments, all well up to date.

THE POSTOFFICE

At this time when Congressman Rogers is directing his efforts toward the erection of a new postoffice in the city, it is interesting to glance briefly at the history of the present federal building at the corner of Gorham and Appleton streets. In 1859, congress, through the efforts of Hon. Charles

however, the authorities have noticed a lack of suitable room for accommodations to most efficiently handle the mails and the result has been a movement toward the erection of a new postoffice building, in a more central portion of the city. Many of the Lowell business men have been in favor of this, and Congressman Rogers has devoted some attention

the military companies without suitable headquarters. It is a strongly built structure, and the interior is most fittingly arranged for the use for which it was intended.

COUNTY COURT HOUSE

The court house in Gorham street is one of the attractive buildings of the city, having a really classic appearance. The old court house was

1827

1914

DONOVAN HARNESS CO.

SUCCESSORS TO BRABROOK HARNESS CO.

—MANUFACTURERS OF—

HARNESSSES

—OF EVERY DESCRIPTION—



CORNER MARKET AND PALMER STREETS, LOWELL

James C. Donovan, the founder of the Donovan Harness Co., learned his trade with Brabrook, the pioneer harness maker of Lowell, and afterwards succeeded him in business. The Donovan Harness Co. today is located in its own building and is one of the finest equipped establishments in New England, where a complete line of harnesses and necessary articles for the stable, horse, carriage and automobile can always be found in great variety. We manufacture harnesses of every description. Auto tops made and repaired. We also carry a full line of shoe findings. We guarantee first class workmanship and satisfactory dealings in every particular.

DONOVAN HARNESS CO., Lowell, Mass.

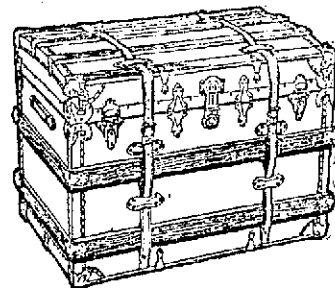
VACATION SUGGESTIONS

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Traveling Equipment

OF THE LARGEST TRUNK
DEALER IN THE STATE

DON'T GO TO BOSTON; BUY OF US
AND SAVE 20%



THIS TRUNK ONLY \$8.00

We Have Everything For the Traveler

TRUNKS \$2.50 to \$65.00

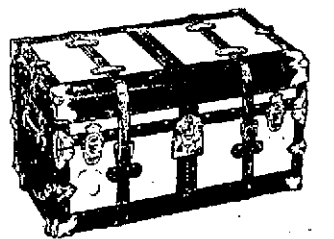
STEAMER TRUNKS
DRESS TRUNKS
HAT TRUNKS

If you are going to travel,
buy the best and save a lot of
trouble. We have them.

WARDROBE TRUNKS
AUTO TRUNKS
BUREAU TRUNKS

Suit Cases in Leather

IN RATTAN, CANE, MATTING, AT
95c, \$1.50, \$2.00 up to \$5.00
TRAVELING BAGS IN MATTING AND CANE,
50c to \$5.00
IN LEATHER \$2.00 to \$25.00



OUR \$5.00 BAG IS A WINNER. POCKETBOOKS, STRAPS, NOVELTIES, ETC. WE
COULD NOT DESCRIBE OUR LINE IN THIS SMALL SPACE.

DEVINE'S

LOWELL TRUNK
MANUFACTORY

TRUNKS AND BAGS MADE AND REPAIRED

124 MERRIMACK ST. Telephone 2160

—BRANCH—
260 ESSEX ST., LAWRENCE

LOWELL THE CITY OF HIGH IDEALS

erected about 1850, and was situated on the site of the present building. The need of a larger and better equipped house of justice for the county was soon apparent. and in 1898, the old building was moved to the rear of the lot, and the imposing addition built adjoining it, the addition being the present front of the court

buildings, including the schools, churches, fire stations, all of which are a credit to the city and in which the citizens have a just pride. The private buildings and business blocks are also suitably attractive as may be judged in passing along our principal business streets.

HOSPITALS

Lowell has four principal hospitals,

erection of a contagious hospital is under discussion and it is probable that another year will see such a hospital actually in existence. There are, besides, several dispensaries of a charitable nature, and other institutions for the caring for the sick and infirm.

LOWELL'S ADVANTAGES

Lowell has advantages as a residen-

the supposition that the only great industry of the city is the weaving of cloth and the spinning of yarn, the work of the great mills. Lowell has many other industries prominent among them being our shoe shops and great machine shops.

In Lowell is made the sail cloth for the great cup defenders of America, the hunting for the flags of the country, the cloth for the khaki uniforms

the factory operatives, and the fact that Lowell is so favored as

A RESIDENTIAL CITY.

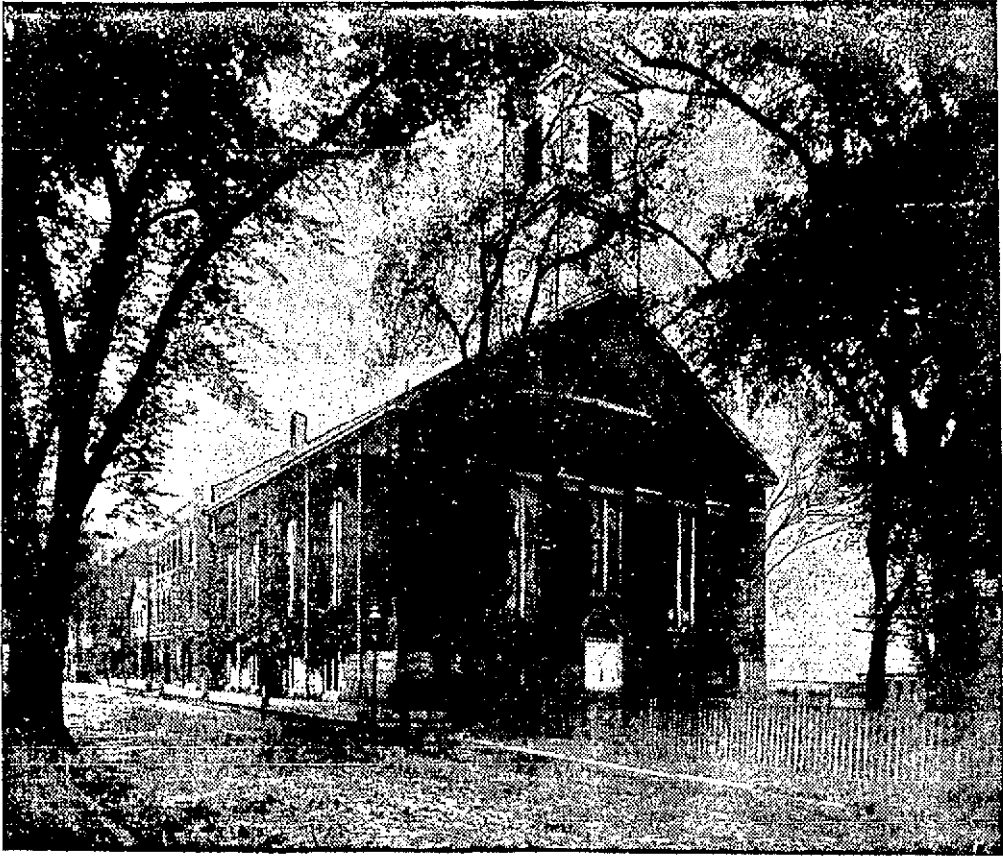
There have been many slogans concerning Lowell; it is called by a great number "The City of Homes" and again "The City of Opportunity." Surely there could be no better combination of conditions for the benefit and greatness of a community than

throughout the city in general, the streets are beautified by magnificent shade trees, well kept flower gardens, lawns, etc. The houses are of quite attractive architecture and there are many colonial mansions which are treasures remaining to the city from the early days of the colonists.

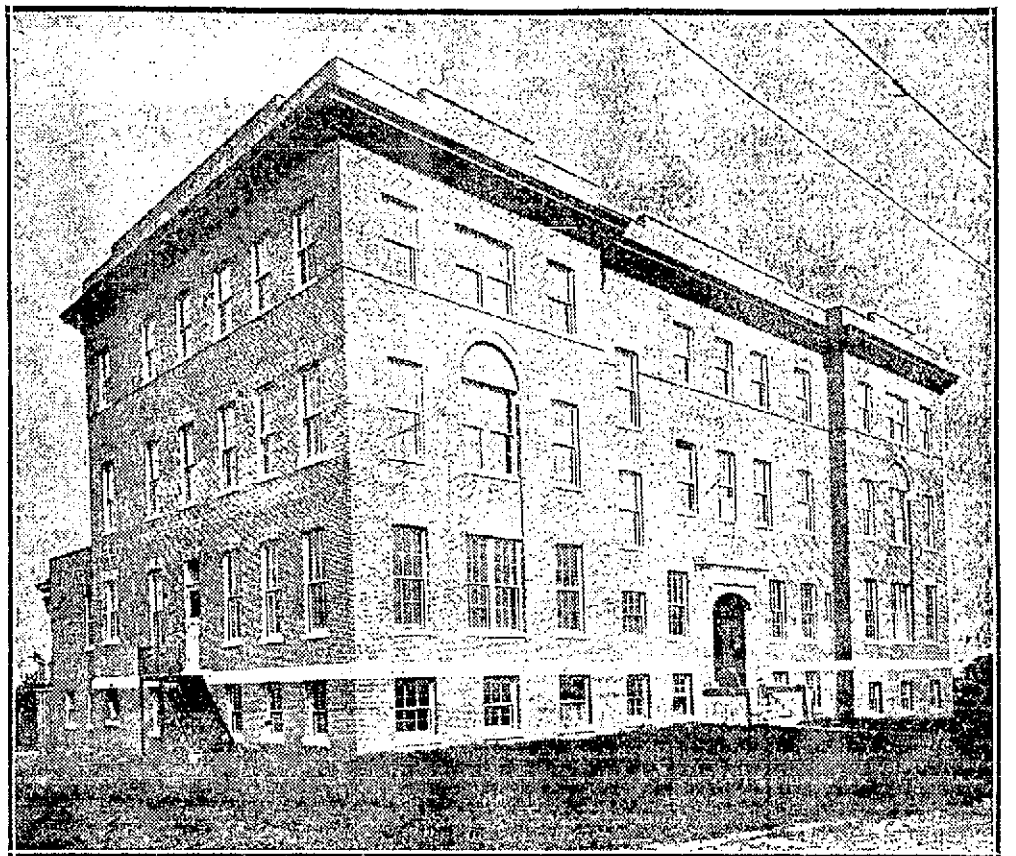
Lowell is also noted as the CITY OF OPPORTUNITY on account of the vast possibilities of

due the fact that so many industries, other than the mills, have located in or near Lowell, to find prosperity.

Lowell has a brilliant record for patriotism and her sons were among the first to respond to the call to arms in the great war between the North and the South and three of her sons gave up their lives for the Union cause with the gallant Sixth regiment passing



ST. PAUL'S M. E. CHURCH



ST. PETER'S ORPHANAGE

house with its artistic entrance.

THE JAIL

Mention must also be made of the county jail, which is a very large and conspicuous structure, exceedingly solid and having the appearance of an ancient castle. It is of odd architectural design, and the effect is most pleasing.

There are numerous other public

the Lowell General, the Corporation or Lowell hospital, St. John's and Chelmsford Street hospital, all of which are commendable institutions. They are distributed in various sections of the city. The hospitals are all well equipped, and have suitable accommodations for a large number of patients. At the present time, the

city at all times. One feature of the city is its compactness which brings the residential districts within convenient proximity to the business section, a fact which has many times been commented upon by visitors.

The great mistake made by some people who are not acquainted with the diversified industries of Lowell is

of the soldiers, the ammunition for the battleships and the army and navy products that are exported all over the world.

The city of Lowell has a remarkable record for peaceful labor conditions. All is now peace and contentment, and this is partly due to the variety of her manufactures, the intelligence of

these two. To return to the question of the residential district, the principal home sections, and the most beautiful portions of Lowell are on her hills which almost completely surround the city. These are the heights of Centralville and of Belvidere together with the Highlands, all prominent as residential districts. In these, as well as

her water power, her skilled labor and her great variety of industries. Lowell always has a cordial and a sincere welcome for new arrivals, for new industries, and always does everything possible to further their interests and make their location here a source of success. This is the progressive spirit of Lowell, and to this is partly

through Baltimore to save the capital and thus became the protomartyrs of the war. Even as far back as the war of the Rebellion, people of the town which was afterward incorporated as Lowell were among the minutemen at Concord and Lexington. That the people of Lowell are genuinely patriotic has been proved whenever the

1891

1914



JOSEPH MULLIN

Joseph Mullin

DEALER IN

Coal, Hay and Grain

TELEPHONE 660

953 GORHAM ST., LOWELL, MASS.

Nearly a Quarter of a Century
In Business In Lowell

QUALITY OF GOODS HONEST DEALINGS

PROMPT AND CAREFUL SERVICE

LOWEST PRICES

TELL THE STORY OF A SUCCESSFUL BUSINESS CAREER.

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Bay State Dye House

DANIEL M. LEARY, Prop.

Lowell's Greatest Dyeing and Cleansing Establishment



DANIEL M. LEARY, Prop.

MEN'S AND WOMEN'S
WEARING APPAREL
CLEANSED, DYED AND
PRESSED

Dry Cleansing a Specialty

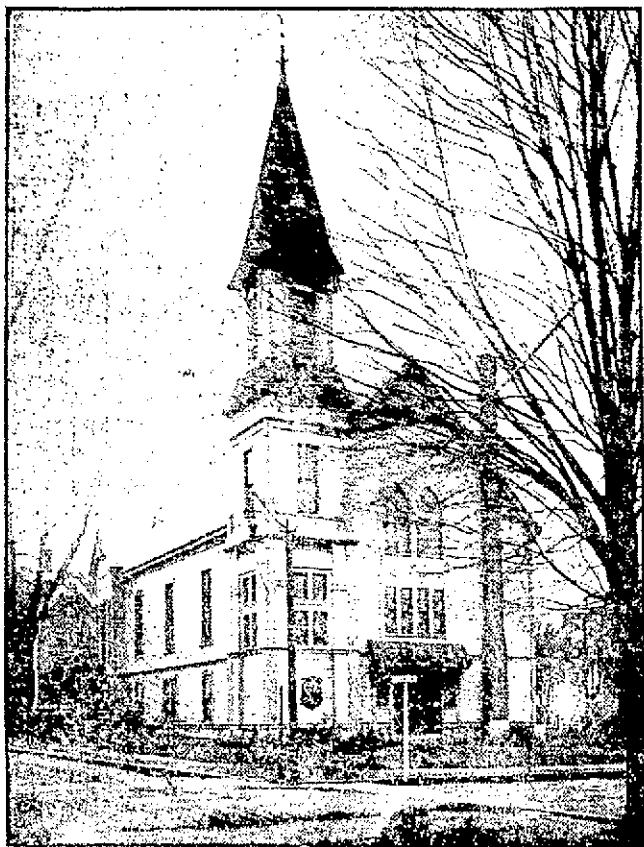
The Bay State Dye House is one of the oldest and most reliable establishments of its kind in Lowell and equal to any in New England. With the best and most improved machinery, backed up by years of practical experience in all lines of the business we are prepared to execute orders with care and despatch. We take pride in referring to our long list of satisfied customers. Prices reasonable.

Bay State Dye House

TELEPHONE 2414

54 PRESCOTT ST., LOWELL

LOWELL THE CITY OF EXPERIENCE



HIGHLAND M. E. CHURCH

country needed defenders. The same record was nobly sustained in the Spanish-American war.

We have not, in this account, been able to devote space to every industry of the city, nor even to do full credit to the accomplishments and growth of Lowell as a great industrial center. The writer has related in a general way

THE PROGRESS OF LOWELL

from her beginning to the present time, pointing out the reason for her present high position in the industrial world, and touching, too, on her social and educational advantages.

THE FUTURE OF LOWELL

Though we can lay no claim to pos-

sessing the powers of prophecy we are going to attempt to glance for a brief space into the future of Lowell. Glancing into the future we see even a bigger, greater, busier city pushing ahead, a city whose growth in the future will eclipse that of the past. We see more tall and imposing structures like The Sun building, a more extensive and varied business section, the Merrimack river made navigable, bearing inward coal and raw material and outward the product of our factories and looms.

The destiny of our city is in the hands of its representatives at city hall, its press and its people, and all should join to make the future Lowell what a great, active, enterprising and progressive city should be, always

moving onward and upward to things better, higher and nobler in the field of human endeavor in municipal progress, in intellectual advancement and the other high ideals of every free people.

THE LOWELL BANKS

It should be stated very clearly for the information of all who do not understand the laws protecting savings banks that nothing could be more secure than the ordinary savings bank conducted under Massachusetts laws.

allowed to purchase any bonds except those designated by the Massachusetts Savings Bank commission, as a safe and legal investment. The commission prohibits the purchase by a savings bank of the bonds of any company that has defaulted on interest or that has not paid a dividend for five consecutive years prior to the time of the purchase. Among the bonds so authorized are United States bonds, state, city and county bonds. Savings banks can invest in real estate mortgages provided the investment com-

real estate so that the loss of any portion of the deposits is practically out of the question. If the building mortgaged to a bank burns up the bank gets the insurance and if from any cause the value of the property is reduced a revaluation is made and part of the loan called in. Thus the money deposited in one of the regular savings banks is used to help Lowell residents to build houses, purchase their homes and thus help the city. The deposits in the postal savings banks, however, are not invested in

careful is shown by the fact that they never admitted the now defunct Traders bank to the clearing house on account of the side line for savings deposits which it made a part of its business.

National bank notes are of equal value throughout the United States so that complete protection is thus given the holder for each bank must secure unmatured interest bearing United States bonds in registered form, equal in amount to the total issue of notes desired. Thus a safe and sound currency, circulating without discount or distrust throughout the country is provided.

A National bank may receive money subject to check on which it does not, as a rule, pay interest—issue National bank bills, make loans, collect drafts and to a limited extent purchase and hold real estate. Among the more important duties of the National bank are the buying and selling, exchange, making collateral loans, discounting and negotiating bills of exchange, promissory notes and other forms of indebtedness.

The high reputation for honesty and

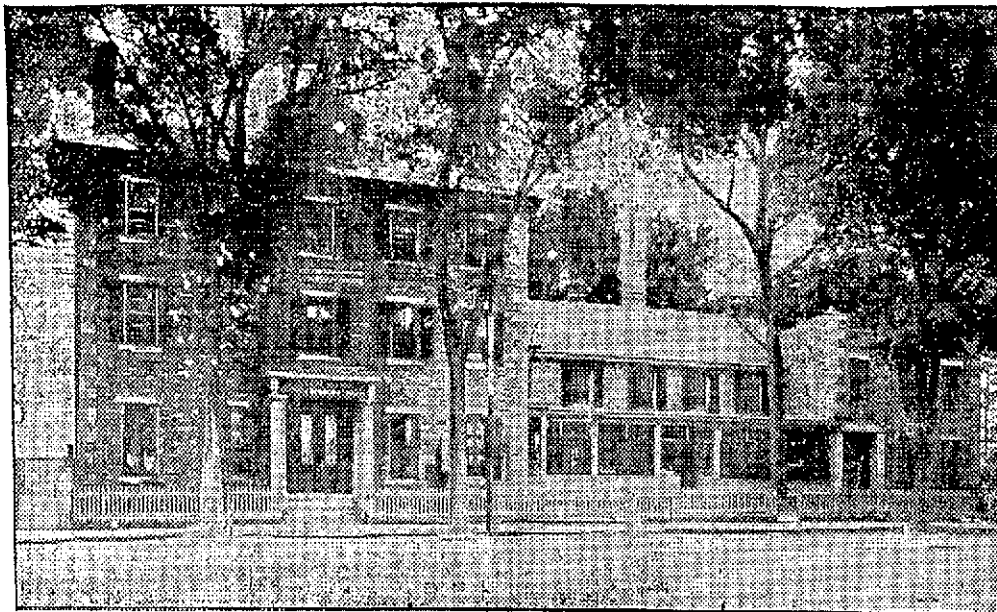
business acumen borne by the officials who control the National banks of Lowell is not only a guarantee of the stability of the banks but of the fair treatment of all their patrons. There are in Lowell seven Savings banks and four National banks, with two Trust companies.

THE LOWELL CLEARING HOUSE

The four National banks constitute an association known as the Lowell Clearing House, the object of which is to facilitate the exchange or clearance each day of the various checks passing between the members, to turn over the balances resulting from such exchange and thus promote uniformity of action among the banks. At the present time the local banks associated in the Clearing House are the Union, the Appleton, the Wameit and the Old Lowell. The volume of business ranges from \$120,000 to \$210,000.

Each of the associated banks in its turn serves as the local clearing house. At present the Wameit bank is the clearing house.

The Lowell Trust company and the Middlesex Trust company clear their



THE AYER HOME FOR CHILDREN

The Massachusetts Savings Bank commission lays down specific rules and regulations which have the full force of law for the management of these savings banks so that money deposited therein will be protected against all the risks of commercial speculation. Savings banks of this state are not permitted to loan money on the notes of individuals or corporations without collateral security certified by a majority of the directors to be worth at least 40 per cent. in excess of the loan. The savings bank is not

mitted of a bank values the property and certifies that the loan must not exceed 60 per cent. of the market value of such property. The Massachusetts Savings banks never loan money on second mortgages.

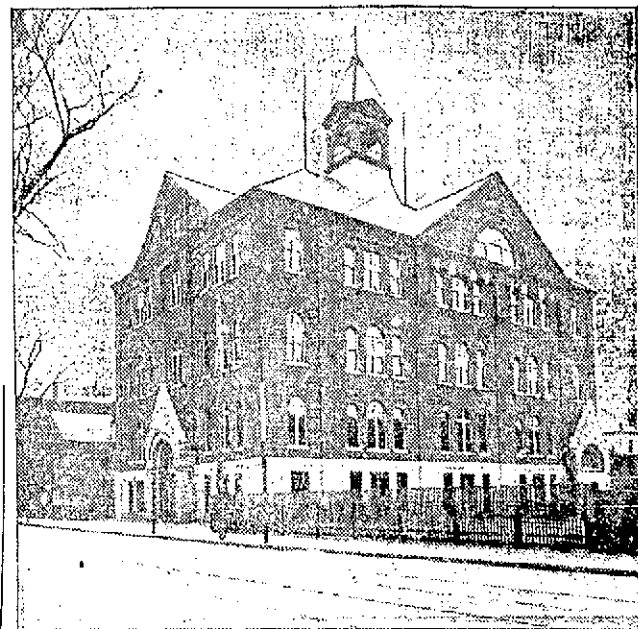
The directors and other officials of the local savings banks are all thoroughly reliable men most of whom have been identified with the life of our city for a great many years and whose word is as good as a bond.

Most of the deposits of the local savings banks are loaned upon local

cally and hence this is another reason why the local savings bank subject to Massachusetts laws is preferable to the postal even though the latter has behind it the United States government. The rate of interest paid by the government is from 2 1/4 to 2 1/2 per cent., whereas the regular savings banks pay 3 1/4 to 4 per cent. interest.

NATIONAL BANKS

The National banks of this city are under wise and conservative management. That the National banks and trust companies have been extremely



ST. JOSEPH'S COLLEGE

Eastern Oil Tank Co.

CHAS. E. GEE, Prop.

MANUFACTURERS OF

GASOLINE STORAGE TANKS AND SELF-MEASURING PUMPS

FOR PUBLIC AND PRIVATE GARAGES
146 Fletcher Street Lowell, Mass.

THE EASTERN CAST IRON CURB CABINET

With a Self-Measuring Pump for Gasoline

The Eastern Oil Tank Co. of Lowell, Mass., is pursuing up-to-date methods by placing on the market a curb cabinet and self-measuring pump for gasoline. The cabinet is made of solid cast iron, capable of withstanding all kinds of weather and upon which salt water has no effect.

With this cabinet is furnished a No. 2 Leader, Double-Acting, Self-measuring Gallon Pump, which discharges a continuous stream of gasoline, a saving of time and labor which also means a saving of dollars. This pump is fitted with a two-way nozzle, gasoline hose with shut-off valve on end, also a funnel filter for separating water and other foreign substances from the gasoline.

The Eastern Oil Tank Company is also prepared to furnish any size tank wanted with this cabinet and manufacture gasoline storage tanks for public and private garages.

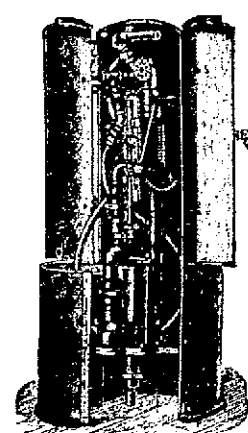
They also make funnel filters for use in both garages and automobiles, the latter being of special pattern to take up as little room as possible in the machine.

This filter is designed to prevent water and other foreign substances from passing through the filter, thus removing most of the source of carburetor troubles, such as your engine balks and refusing to start, flooded carburetors, etc. There is no chance of dirt in this filter to wear out and fill the carburetor with dirt, causing your engine to lose power; this same filter, gets under the power valve and means a flood carburetor.

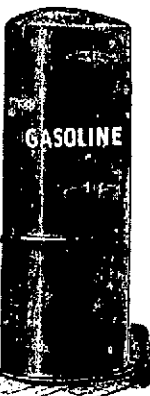
The Eastern Funnel Filter is claimed to obviate such difficulties and to render your gasoline clean and ready for use. By carrying this filter in your car you can always have pure gasoline in your tank while touring.

This Funnel Filter is constructed on entirely different lines than any other on the market as most filters are fitted with drain cock device which oftentimes is neglected to be opened, thus causing serious troubles, but all this is eliminated by the Eastern, which is built to avoid such.

Mr. Charles E. Gee is the fertile inventor of the various accessories manufactured by the Eastern Oil Tank Company and promises other good things for the comfort and welfare of the automobile owner in the near future.



CABINET OPENED



CABINET CLOSED



EASTERN GASOLINE FUNNEL FILTER

— ESTABLISHED 1855 —

THE—

Sawyer

CARRIAGE
COMPANY

BUILDERS AND REPAIRERS OF VEHICLES

Automobile Repairing and Overhauling.

Automobile, Carriage and
WAGON PAINTING

Trimming, Woodwork and Blacksmith

Work

IN ITS EVERY DETAIL

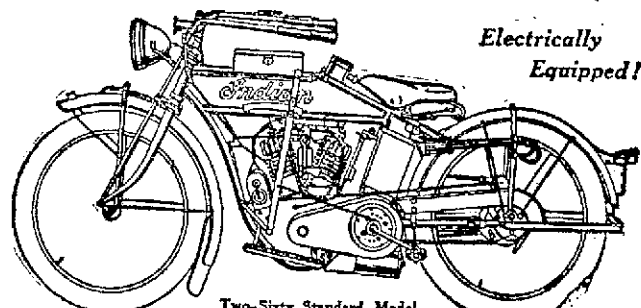
447-471 WORTHEN ST.

LOWELL, MASS.

Tel. 354

Indian Motorcycles

Electrically
Equipped!



Two-Sixty Standard Model.
The greatest motorcycle value
ever achieved. 7 H.P. Twin
equipped with Electric Head Light, Electric Tail Light, Electric Signal,
Two Sets Storage Batteries and Corbin-Brown Rear-Drive Speedometer.
Price \$260.00. See Catalog for detailed description.

Indian MOTORCYCLES FOR 1914

60,000 brand-new red machines will go out over the Indian trails during the coming year—the greatest motorcycle production in the history of the industry.

They will flash forth fully armed with "Thirty-Eight Betterments for 1914!" Armed with powerful and beautiful Electrical Equipment! Armed with a New Standard of Value which must completely overturn all existing ideas of motorcycle worth.

All standard Indian models for 1914 come equipped with electric head light, electric tail light, two sets high amperage storage batteries, electric signal, Corbin-Brown rear-drive speedometer.

You cannot fully realize the 1914 Indian without a thorough study of the 1914 Indian Catalog. It makes plain a host of compelling Indian facts that all motorcycle-interested men can consider to their real profit. Send for the 1914 Indian Catalog—the most interesting volume of motorcycle literature you've ever read.

The 1914 line of Indian Motorcycles consists of:

4 H.P. Single Service Model.....	\$200.00
7 H.P. Twin Two-Twenty-Five, Regular Model.....	225.00
7 H.P. Twin Two-Sixty, Standard Model.....	260.00
7 H.P. Twin Light Roadster Model.....	260.00
7 H.P. Twin Two Speed, Regular Model.....	275.00
7 H.P. Twin Two Speed, Tourist Standard Model.....	300.00
7 H.P. Twin Hendee Special Model (with Electric Starter).....	325.00

Prices F.O.B. Factory

George H. Bachelder

POSTOFFICE SQ., LOWELL, MASS.

LOWELL THE CITY OF ACTIVITY

checks through two of the National banks. These two institutions also perform very useful financial functions in the community although slightly different from the national banks. These two are under thoroughly reliable management.

bers approximates 110,000, are fully aware of the important part which the location, the rivers, the establishment of the industries, played in the formation of a truly wonderful city. They, too, are aware that Lowell did not lose sight of these advantages, but wisely directed her energies toward putting

but with the growth came a variety of industries, as the attention of the enterprising manufacturers was drawn to the "City of Spindles," its resources of water power, transportation, progress, etc.

At the present time Lowell has very

and to distribute the products of the various concerns. Mr. Patrick Tracy Jackson is credited with having raised the necessary capital, and in the face of many obstacles the Boston and Lowell railroad was constructed and in 1835 opened for business. The locomotives, it must be understood, were

possible. To their efforts is due the fact that those who later engaged in railroad construction had the advantage of one of the finest roadbeds in this section of the country.

Five years later, the Nashua and Lowell railroad was opened, and this practically put an end to the usefulness of the Middlesex canal. A through line from Nashua to Boston was established. These lines were gradually reinforced with other branches and a fine railroad system developed.

Today the transportation facilities of Lowell are unsurpassed. There are more than 125 passenger trains each day, a large number of them for Boston, and a good proportion of these

made in the railroad systems. To one familiar with the railroad yards extending southward from the Middlesex street station, the large number of freight and passenger cars, the great round houses, the constantly moving trains both coming and going, the greatness of Lowell as a commercial city will be realized.

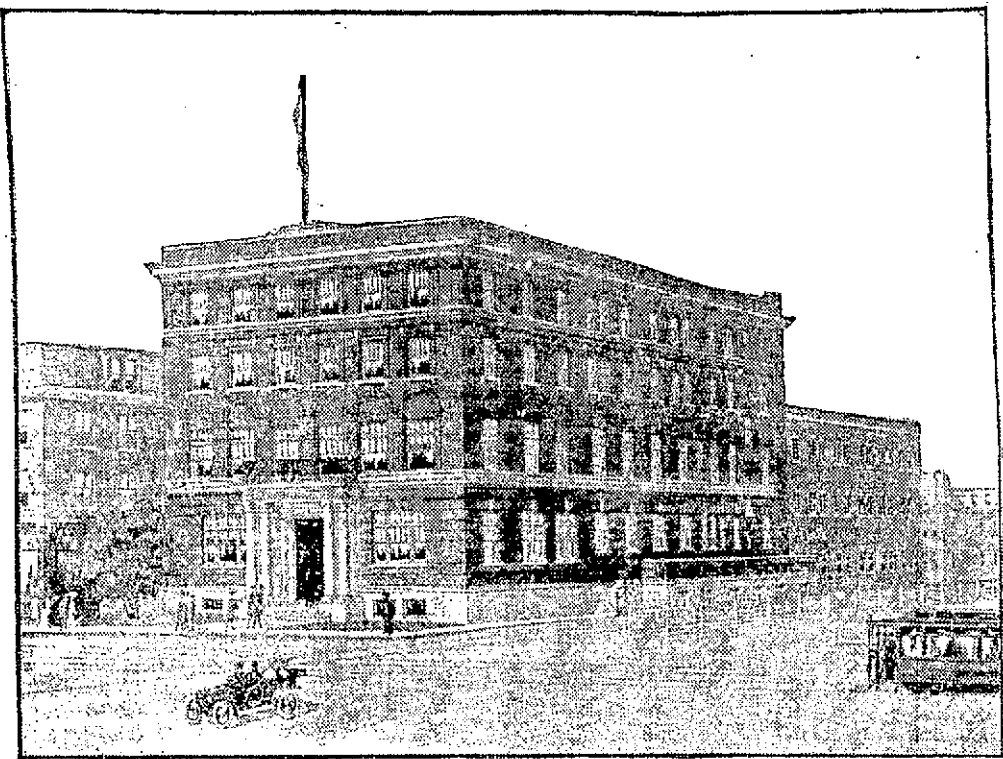
But to grow properly the city needed something more than mere travel and actual transportation of goods, some means of communication with other cities more rapid and certain than the mails. We come now to the introduction of the

TELEGRAPH AND TELEPHONE.

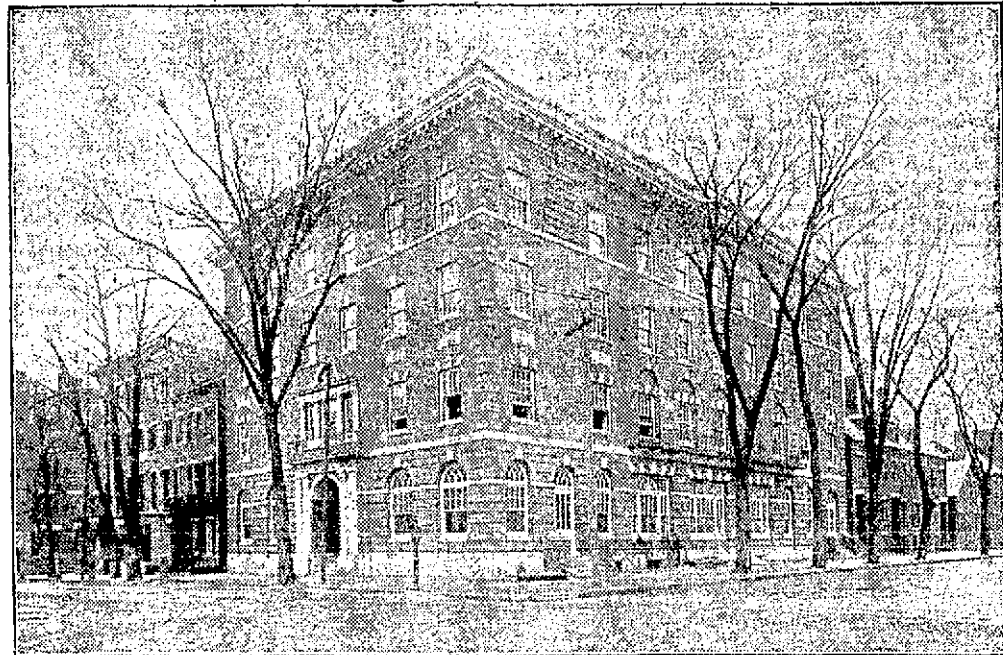
Professor Samuel F. B. Morse bore

tion at Baltimore. It was not long before a system was established in Lowell.

In regard to the telephone, The New England Telephone company of this city now has a most elaborate, and competent system, giving excellent service, and being a prominent factor in the city's progress. Last year this company erected a splendid new structure in Appleton street, giving Lowell the distinction of having one of the finest telephone exchanges in New England at the present time. Everything is arranged so as best to accommodate the subscribers, of which there are very many. The operators, too, are looked out for, and their comfort is provided for by the company by



Y. M. C. A. BUILDING



Y. W. C. A. BUILDING

GENERAL DEVELOPMENT

Realizing fully the remarkable spirit of enterprise which spurred on the citizens of Lowell to further the city's development from her very beginning, the zeal with which the religious and educational as well as the commercial interests were promoted, we do not wonder at the remarkable progress of Lowell as a center of industry with a justly earned reputation throughout the country.

The more thoughtful portion of the population of Lowell, which in num-

them to the best possible use.

Today Lowell bears the distinction of having the greatest

VARIETY OF PRODUCTS

of any city of its size in this part of the country. Lowell products, and especially, of course, the textile products, are sent to all portions of the earth. Histories describe Lowell's progress as phenomenal; we know that in ten years it developed beyond the expectations of its founders. This development was not confined to the textile manufacturing interests alone,

adequate means of

TRANSPORTATION

in the Boston and Maine and the New York, New Haven and Hartford railroads. Lowell was among the very first cities to have a steam railroad.

The first means of transportation were the canals, the Middlesex and Pawtucket canals, the Merrimack and Concord rivers, and the stage coaches. When, in the cold of winter, the canals were frozen, an important need was found to carry on the rapidly growing business and manufacturing interests

not, in those days, fully developed, nor were its full powers understood. Consequently, the building of this first railroad was of great expense, the cost being recorded as approximately \$1,500,000. The builders made an excellent roadbed, however, and avoided sharp curves and grades as far as was

possible. To their efforts is due the fact that those who later engaged in railroad construction had the advantage of one of the finest roadbeds in this section of the country.

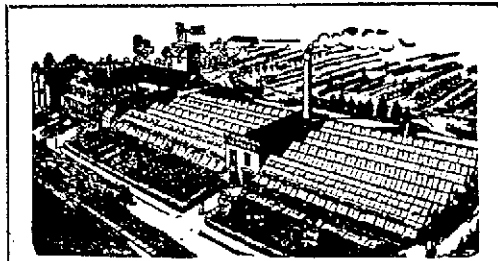
At the present day new developments and improvements are being

made in the railroad systems. To one familiar with the railroad yards extending southward from the Middlesex street station, the large number of freight and passenger cars, the great round houses, the constantly moving trains both coming and going, the greatness of Lowell as a commercial city will be realized.

the distinction of having invented the telegraph system, that wonderful system of communication which joins the people of every portion of the globe today. He conceived the idea in the year 1832 and the first message was sent on the first day of May, 1844, detailing the action of the Whig conven-

J. J. McMANMON

FLORIST AND SEEDSMAN



McMANMON'S NURSERY AND GREENHOUSES AT BROOKSIDE, EXTENSION OF FIRST ST. TAKE LAWRENCE CAR.

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Own Your Home

Let me tell you in advance. Oftentimes I have "A Chance" Safer, easier than you know. Get that home, pay as you go. May be cash or partly mortgage. Learn to manage even a cottage. Prove your wisdom, don't delay. Own your home, 'twill surely pay.

MY LARGER LIST OF INVESTMENT PROPERTIES AND HOMES

always contains many choice propositions, some of which can be safely secured with small deposits and on easy payments. It is always my aim and pleasure to help and please. Come in and see me or telephone.

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THE MOST BEAUTIFUL FINISH FOR THE WALLS OF YOUR HOUSE

A Paint-ready to use—easy to applying beautiful tints and colors.

Has all the soft, beautiful, useful effects that are so popular today—with the latest colors in decorations.

May be used on old or new walls, on plaster, concrete, burlap, metal, etc.

Durable - - WASHABLE - - easily cleaned - not easily marred.

Will make your home more sanitary at a small cost. It may be used over plaster, concrete, metal, burlap or any interior surface.

WHEN SELECTING PAINT—

Do not be influenced by the artistic design of the label, the shape of the can, or the "few cents cheaper." These all have their places but you are buying the **Paint**. You'll throw the can away and regret the "few cents cheaper."

Pentucket Best Liquid House Paint is economical because it spreads farther, covers better, wears longer than other paints and every can contains full U. S. Standard measure of paint.

We have a Paint, Enamel or Varnish for every purpose. Flat Colors for walls. Stains for floors and woodwork. Aluminum Paint for radiators, steam pipes, etc.—something for everything.

Ask for color cards.

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Dealer in Sand, for Concrete, Brick Work and Plastering
Loam, Stone and Gravel

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Telephone Connection.

LOWELL THE CITY OF INTEGRITY

in the old Boston and Maine depot in Central street.

The New England Telephone and Telegraph company, however, was not the first to introduce the telephone in Lowell. It might be stated here, that this city was among the very first to have a telephone exchange. William H. Bent, who was interested in telephone matters, was of the opinion that the Pioneer Telephone company, operating principally between Boston and Lowell, was the first to enter the field here and that the Lowell telephone exchange was the first to accommodate the public. Others say that an exchange was opened in Providence, R. I., about the same time.

The first record of a petition to obtain leave to place wires on buildings and on poles for the establishment of a telephone system came from the New England Telephone company in 1879 and the petition was signed by Charles J. Glidden, then of Lowell but recently of aeronautic fame. It was referred to the committee on lands and buildings and was granted. Then began the development of the telephone service until it reached the mammoth proportions of the present day. There are today thousands of subscribers to the system in this city, and the tele-

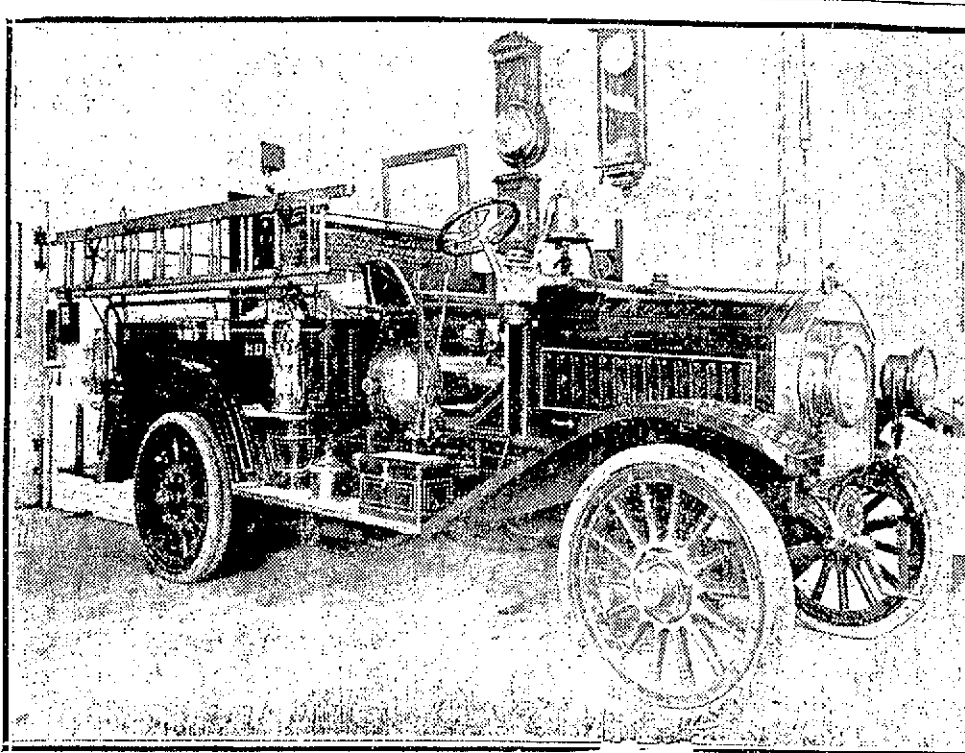
phone company has a remarkably large number of employees.

FIRE DEPARTMENT

To touch briefly upon the various departments, the fire department of the city for efficiency of the men and up-to-date quality of the apparatus is unexcelled. There are more than 120 permanent officers and men; 85 call men, one chief's automobile, two district chiefs' automobiles, four automobile combination trucks, six engines, five hook and ladder trucks, two chemicals and twelve hosewagons. There are about 150 alarm boxes distributed throughout the city, and more than 100 hydrants. Each of the wagons, trucks and engines has all the most modern equipment.

The chief at the present time is Edward F. Saunders, a man of wide experience in fire fighting. He was formerly district chief under ex-Chief Edward S. Hosmer who recently resigned. Mr. Saunders' appointment to this office met with general approval.

Mr. Hosmer, the former chief, possessed an enviable record as a fire fighter, having been connected with the Lowell fire department for 55 years, and acting as chief engineer for more than 30 years. Under his administration the department was always keyed up to the highest stand-



COMBINATION HOBE CARRIAGE, Lowell Fire Dept.

officers and patrolmen, 23 reserves, one automobile patrol, two motorcycles, and two or three bicycles, the latter used in case of emergency or when there is a hurry call for an officer from the station.

The Gamewell system of police telephones is used with big success, and it keeps all of the men in touch with the central office. The system is thus a unit and well organized.

The officers of the department are as follows: Superintendent Redmond Welch; deputy superintendent, Hugh Downey; captains, Thomas R. Atkinson and James Brosnan; lieutenants, John B. Crowley, Martin Connors, John Freeman, Martin A. Maher.

WATER DEPARTMENT

The water department of the city, too, is particularly well equipped. The source of supply is from a large number of driven wells along the boulevard above Lowell and near the Merrimack river. The daily consumption is more than 5,000,000 gallons. There are several reservoirs and more than 150 miles of water mains, and the pressure is sufficient to reach most of our high buildings.

Recently several of the mains throughout the central portion of the city were replaced by larger ones, and the general equipment of the sys-

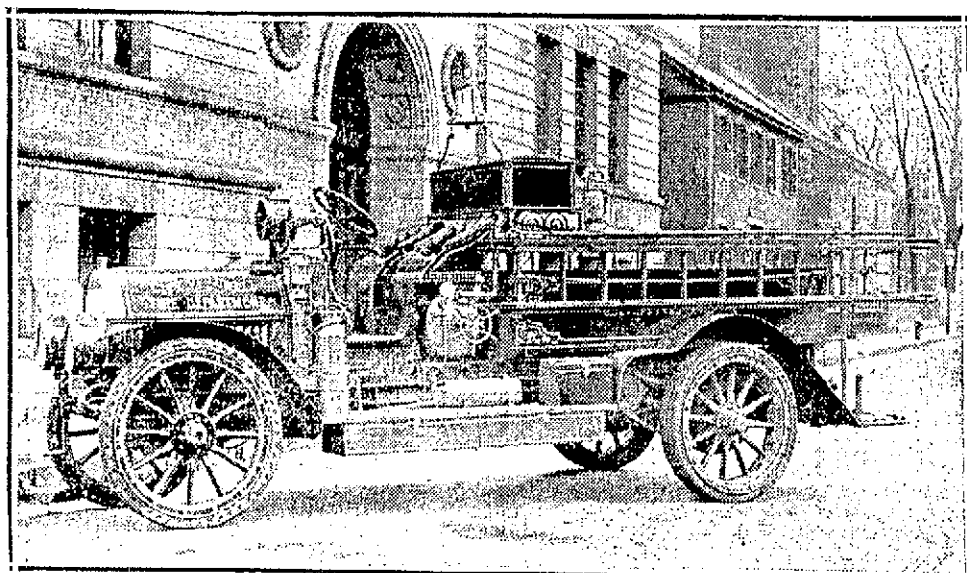
tem enlarged and extended. There is an efficient corps of men in the service of the department, and the officials are always awake to an opportunity to better the service. At present Commissioner Carmichael is putting in many new wells to take the place of some that are worn out, and under his direction and that of Supt. Thomas, the supply will be kept as pure as any in the state.

DEPARTMENT STORES

The Lowell department stores are very large, well stocked, and splendidly prepared to furnish their customers just as good bargains as any of the big stores in Boston. Hence it is that people from all the surrounding towns come here to trade rather than go to Boston or elsewhere. Lowell has a large trade from Nashua and Lawrence, the two nearest cities.

COMMISSION GOVERNMENT

A few years ago, the city voted to adopt the commission form of government, which brings the various departments under separate individual heads, centralizes and confirms responsibility for the activity of each, and renders generally more efficient the work of the departments, making



MOTOR LADDER TRUCK, Lowell Fire Dept.

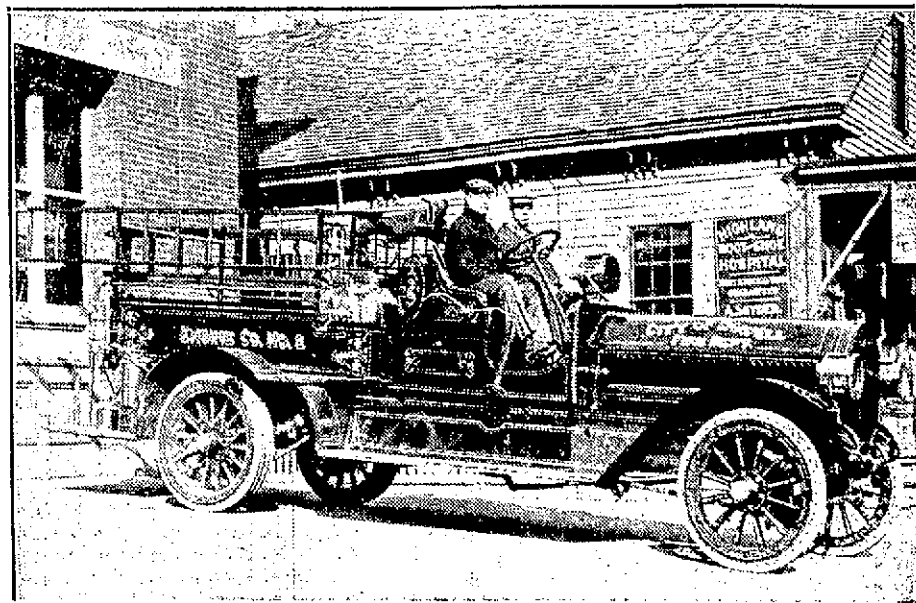
ard of efficiency.

By its quick action, the bravery of the men and other favorable conditions, Lowell has been singularly well protected from conflagrations. Many a stubborn and dangerous fire started and threatened destruction to large areas, but in practically every case, the Lowell fire department was equal to the emergency, and the flames were promptly extinguished.

The "flying squadron" of the city, consisting of the automobile trucks, which make remarkably good time in getting to the scene of a fire, is the pride of Lowell people.

POLICE DEPARTMENT

The police department is in charge of Supt. Redmond Welch, whose whole interest is in the work of guarding the safety of the people of Lowell. Superintendent Welch is a man of wide experience in police work, having been connected with the Lowell department for many years. He has held the office of chief for the past several years. There are 127 regular



AUTO CHEMICAL TRUCK, Lowell Fire Dept.

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Office, 45 Traders Bank Building,

Lowell, Mass.

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A Hardware Store for Nearly Three Quarters
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THE BEST OF EVERYTHING IN
Hardware and Cutlery

CAN BE FOUND IN OUR STORE

Our stock is so large and varied that we can only suggest that you come to us with your wants and needs and let us supply you.

Contractors' Supplies of Every
Description

We also have in connection with our store a complete

Paint Department

We are sole agents for the world-wide celebrated line of
Paints made by

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When in need of anything in the line of Hardware and Paints
come to us.

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Hardware Co.**

254-256 MERRIMACK ST.

AUTOMOBILE AND FIRE INSURANCE
at the lowest rates.

Edward F. Slattery, Jr.
REAL ESTATE and INSURANCE

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REGISTERED EYESIGHT
SPECIALISTS AND MANUFACTURING
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15 years in same old store. Thousands of people have been
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Wholesale and Retail Dealer In

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LOWELL THE CITY OF THRIFT

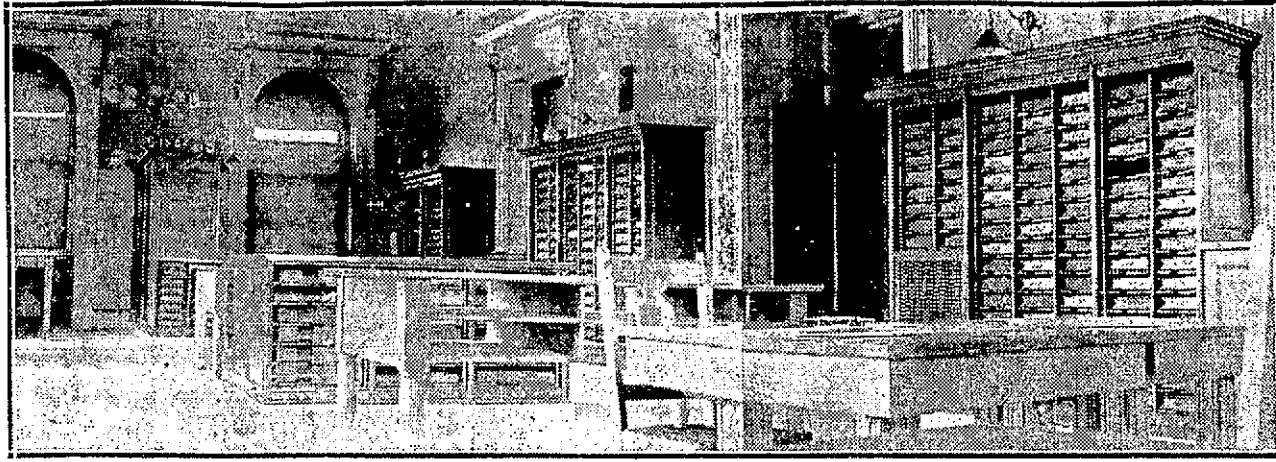
them more directly responsible to the people.

At the time of the adoption of this new form of city government, there was, naturally, some opposition to the change by the more conservative portion of the population. At this time The Sun favored the change, seeing in it prospects of future betterment for the city.

OUR SHOE INDUSTRY

Lowell is commonly known as the Spindle City on account of its many cotton mills, and this name was given it years ago when cotton manufacturing was practically the only local industry, but things have changed in this respect and of late the shoe business has attained larger proportions in Lowell.

Statistics of the shoe industry prove that New England is destined to continue to lead the country in the manufacture of shoes and no city can boast of a more healthy development in

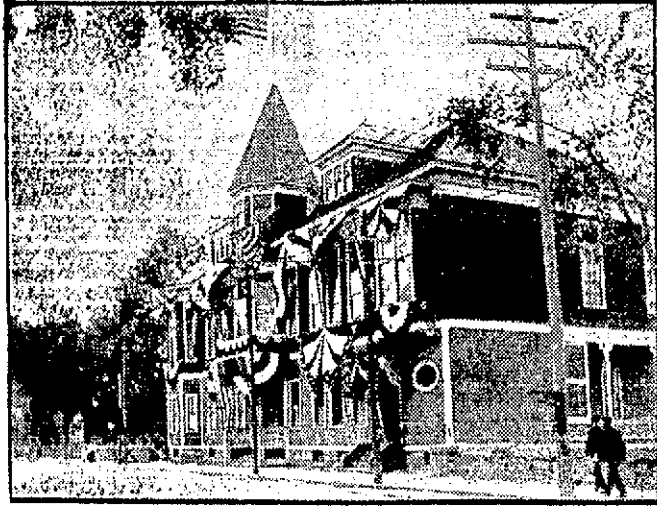


HALL OF RECORDS, LOWELL REGISTRY OF DEEDS

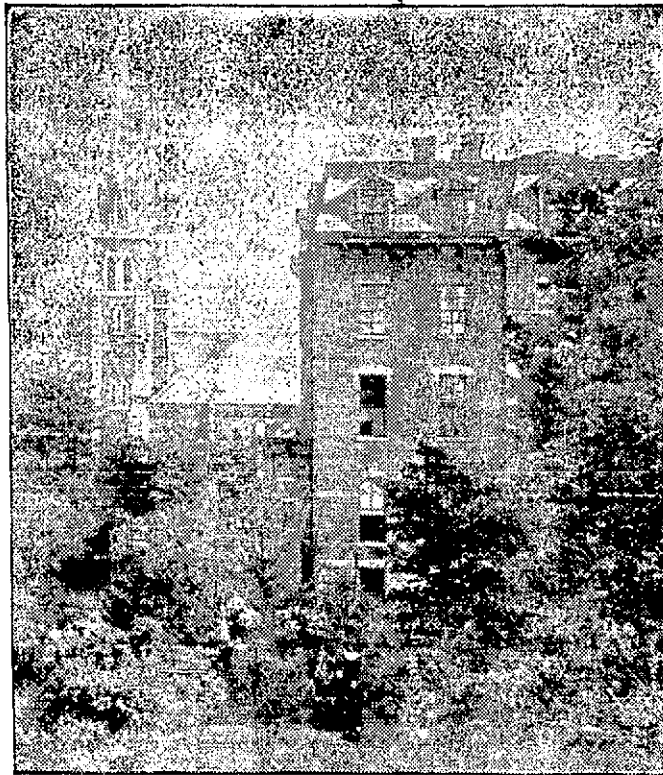
which is furnished by the total deposits in the savings banks, this year amounting to \$82,389,482. Working people are largely represented in this, and visitors are surprised to learn of the thrift of Lowell people and the great number who own their own homes.

The following statistics may be of interest to many: Lowell shoe shops consume daily the hides and skins of about 10,000 kids and goats; 400 horses and colts, 2,500 calves and 1,100 steers, as well as 6,000 yards of cloth for linings, and about 12 miles of different kinds of thread. The total capacity of Lowell shoe factories is about 81,000 pairs per day. The shipments of shoes last year amounted to about \$4,000,000 and the cost of labor to produce these shoes amounted to a very considerable part of the whole.

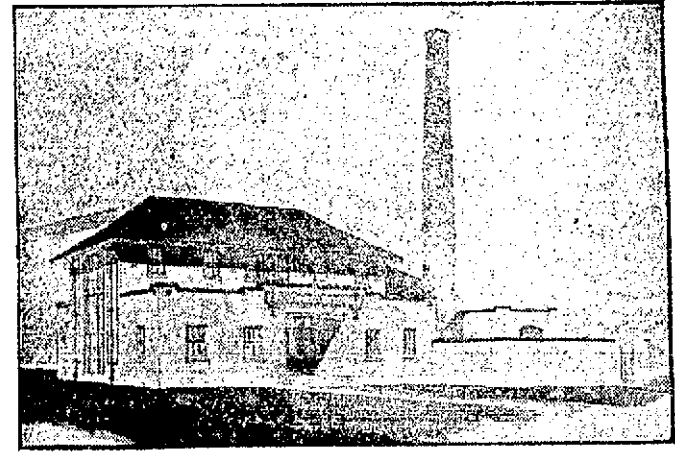
Within the past three years the increased capacity and value of product amounted to over 30 per cent, which



C. M. A. C. HALL



NOTRE DAME ACADEMY



AUXILIARY PUMPING STATION

this business than Lowell, on account of the absence of labor strikes and the intelligent help that can be secured here.

Motive power and transportation facilities in Lowell are the very best, while encouragement is given to help make business enterprises successful. Lowell has direct freight and

express communication with the factories of the United Shoe Machinery Co. in Beverly, and experts from their company are constantly to be found in local factories rendering the type of service which has made the United Shoe Machinery Co. so important a factor in modern shoe manufacturing. From the starting of the mills, in

1825, up to the present day, no city in the United States can show a better record for settled labor conditions. It is a very rare occasion when the prosperity of the community is disturbed by reason of labor troubles, especially in the shoe business. The character of the city and its people can have no more eloquent testimonial than that is a remarkably good showing in the shoe industry. There are many conditions which tend to make Lowell an ideal place as a medium grade shoe center. While the city has grown until its inhabitants now number about 110,000 it still retains many of the characteristics that belong to the old New England town; beautifully and

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17½c to 98c

About 45,000 Rolls of New Parlor Papers, Roll

12c to 98c

About 18,000 Rolls New Dining Room Papers, Roll

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About 2000 Patterns New Cut Out Borders (all cutting free of charge), Yard

1c to 98c

About 70,000 Rolls Imported Fadeless Oatmeal Papers, Roll

12½c and 17½c

About 80,000 Rolls New Chamber Papers, Roll

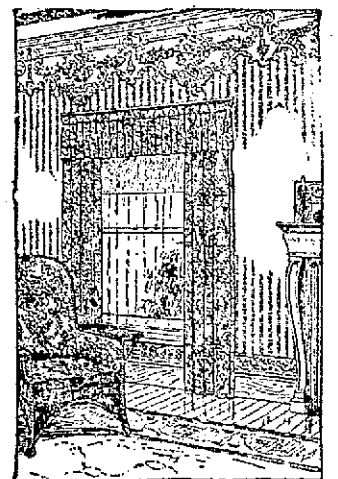
4c to 18c

About 200,000 Feet Mouldings, Foot

1c to 18c

About 1000 Patterns Imported Japanese Grass Cloth and Leather Papers, Roll

\$1.98 to \$4.98



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THE HOUSE OF
CUT OUT BORDERS

MANUFACTURERS

IMPORTERS

WOBBERS

RETAILERS

THE HOUSE OF
FADELESS PAPERS

L. R. WILSON, Manager

LOWELL THE PRIDE OF NEW ENGLAND

healthfully situated at the confluence of the Merrimack and Concord rivers, possessing natural advantages enjoyed by few cities of like population. Employers of labor and men of capital may find skilled and unskilled labor available in abundance.

One of the shoe manufacturers who has had great prosperity during the

such an extreme that there was nothing left for me but to close up the plant or go out of business. I decided to come to Lowell on account of the good things I had heard about the character of the working people in this city. I do not object to union labor, in fact all my present employees belong to a union and I prefer to

anxious to learn but capable of doing excellent work after a little training. They are willing to make a slight sacrifice for the purpose of learning the different branches of the trade and I have endeavored to give them every opportunity for this purpose.

"I have now a wage scale in force at my shop that enables me to do busi-

ness at a fair profit and gives the help

Some could stand that but I could not. "When I see the progress made by the green help taken into my shop, I marvel at what might be done here if the proper opportunities were offered for training in technical trade lines. I never saw people more anxious to learn or more docile in following direc-

of them out of the cotton factories."

Secretary Murphy of the board of trade says that after a few years Lowell will be a strong shoe town. The number of shops at present is very encouraging but there is plenty of room for more and plenty of good help ready to quit the cotton mills and enter shoe shops.

"We want a few more wood-working factories here in Lowell," said Mr. Murphy. "In winter a considerable number of the wood-workers, carpenters and others suffer because of slack business. They want more work and a good large furniture factory could get some fine workmen here. We are looking for such a factory and are

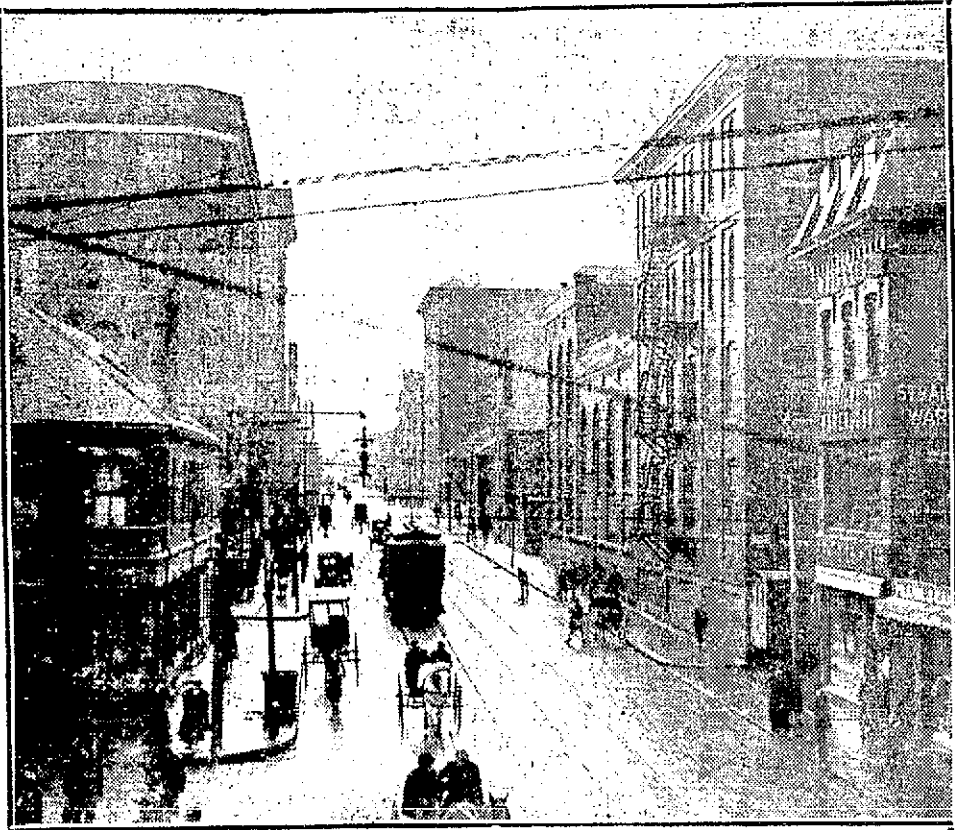
time the buildings occupied are the old Mann school building on Broadway, the Merrill school on Common street, the old Bartlett facing the North common, and a portion of the old Moody school on East Merrimack street. The head office of the school is in the Mann building on Broadway and the department for domestic science in the Merrill school. The work of every department is so hampered that only half the applicants who seek admission can be accommodated. At present the department conducted under Principal Fisher's supervision are automobile repair-

ing, electric work, machine shop practice, carpentry and domestic science, which includes cooking, dressmaking,

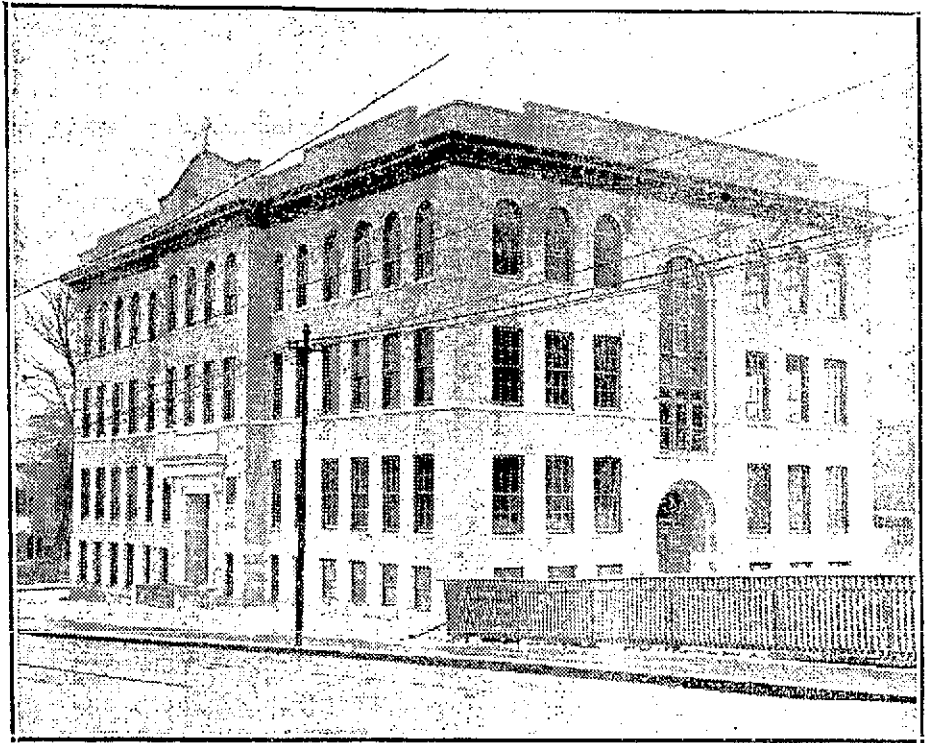
erecting such a building that members of the school board appealed to the legislature for a loan outside the debt limit during the present year, but owing to the opposition of Mayor Murphy and City Solicitor Hennessy the petition was thrown out.

The parents of children throughout the city are very anxious that those who cannot go through the high school may have the opportunity of starting to get even a rudimentary knowledge of some mechanical trade in the Industrial school after graduating from the grammar school.

It is the belief of those who have given the matter considerable study that if a boy learns the business of shoemaking, he will endeavor to start



MIDDLESEX ST. LOOKING WEST



ST. PETER'S PAROCHIAL SCHOOL

five years that he has been in Lowell stated to a Sun reporter a few days ago that he has nothing but words of praise for the class of help he has found in Lowell.

"I came here," he said, "with a small number of skilled employees. I had practically been driven out by the help in the city in which I had been doing business. Things had gone to

have it so because there is more harmony in the shop. But the unions here are under wise leaders. They do not want to wipe out the wage system by taking over the shop and dividing it among themselves. This is all the difference between Lowell and the place from which I came.

"I have found the people who work in shoe shops in this city not only

ness at a fair profit and gives the help more money in the course of the year than they would get if I paid 10 per cent. more and took long vacations. That is what hurts in the business as carried on in the shoe towns. There are long idle spells and when the men get back to work some of them think they should get wages high enough to compensate them for the idle time.

utions. Men and women who never sat at a shoe bench before fell into the business without the slightest difficulty.

"This is one reason why I believe industrial education should be favored and even boomed. It would give these people the opportunity they need and in time it would take a vast number

willing to offer inducements that will count for success."

THE INDUSTRIAL SCHOOL

According to Principal Fisher of the Industrial school, a new building is imperatively necessary in order that due provision may be made for the rapid growth of this school. At the present

millinery and a few other branches.

Mr. Fisher has made the proposition that a new building of sufficient size should be erected on the land belonging to the city on the site of the old ledge, corner of Fletcher and Bowers street. That would undoubtedly be an ideal site for such a school and it would be fairly convenient to every section of the city. It was for the purpose of

that business for himself, when he grows up. If, on the other hand, he learns to be a carpenter he will probably become a builder. If he is a metal worker he will engage in some of the iron industries so that the opportunity for boys to learn trades in this school will eventually bring us a greater diversity of industries than we have at the present time.

APPLETON COMPANY

JACKSON STREET, LOWELL, MASSACHUSETTS

INCORPORATED 1828

CAPITAL

- - - - -

\$450,000

A. G. CUMNOCK, Treasurer
F. A. BOWEN, Agent
W. M. SHERWELL, Paymaster

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